# NACOmatic

Effective: 08-April-2010
Expires: 06-May-2010


**Your Ad Here**
~100,000 Page views/month

**Contact:**
Doug Ranz
248-318-0011
NACOmatic@hotmail.com


www.NACOmatic.com Copyright 2009. All Rights Reserved.

# Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

# Copyright

This compilation is protected by US copyright laws and international copyright treaties.

# Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

# Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

NY Min Alt#2 - 5
NY Min Rdr#2 - 9
NY Min TO#2 - 11
06N - 174
0B8 - 106
0G0 - 166
0G7 - 373
1B1 - 132
20N - 162
44N - 178
46N - 340
4B0 - 385
4B6 - 400
4G6 - 129
5B2 - 365
5G0 - 165
6B9 - 384
7G0 - 51
87N - 387
9G0 - 52
9G3 - 26
9G6 - 38
ALB - 28
ART - 402
B16 - 406
BGM - 43
BUF - 53
CZG - 90
D38 - 63
DKK - 71
DSV - 68
ELM - 82
ELZ - 409
FOK - 413
FRG - 92
FZY - 120
GFL - 123
GTB - 107
GVQ - 40
HPN - 421
HTO - 76
HWV - 374
IAG - 301
ISP - 135
ITH - 145
JFK - 197
JHW - 151
LGA - 250
LKP - 163
MAL - 167
MGJ - 183
MSS - 169
MSV - 191
MTP - 181
N03 - 65
N23 - 381
N66 - 315
N69 - 388
N82 - 439
N89 - 80
NY0 - 158
OGS - 310
OIC - 307
OLE - 312
PBG - 322
PEO - 319
POU - 330
PTD - 328
RME - 354
ROC - 341
SCH - 368
SDC - 437
SLK - 361
SWF - 287
SYR - 389
VGC - 128

NY Mins - Alternates #2 - 5
NY Mins - Radar #2 - 9
NY Mins - Take-Off #2 - 11
AKRON ..... 9G3 - 26
ALBANY ..... ALB - 28
ALBION ..... 9G6 - 38
BATAVIA ..... GVQ - 40
BINGHAMTON ..... BGM - 43
BROCKPORT ..... 7G0 - 51
BUFFALO ..... 9G0 - 52
BUFFALO ..... BUF - 53
CANANDAIGUA ..... D38 - 63
CORTLAND ..... N03 - 65
DANSVILLE ..... DSV - 68
DUNKIRK ..... DKK - 71
EAST HAMPTON ..... HTO - 76
ELLENVILLE ..... N89 - 80
ELMIRA ..... ELM - 82
ENDICOTT ..... CZG - 90
FARMINGDALE ..... FRG - 92
FISHERS ISLAND .... 0B8 - 106
FORT DRUM ..... GTB - 107
FULTON ..... FZY - 120
GLENS FALLS ..... GFL - 123
HAMILTON ..... VGC - 128
HORNELL ..... 4G6 - 129
HUDSON ..... 1B1 - 132
ISLIP ..... ISP - 135
ITHACA ..... ITH - 145
JAMESTOWN ..... JHW - 151
JOHNSTOWN ..... NY0 - 158
KINGSTON ..... 20N - 162
LAKE PLACID ..... LKP - 163
LE ROY ..... 5G0 - 165
LOCKPORT ..... 0G0 - 166
MALONE ..... MAL - 167
MASSENA ..... MSS - 169
MIDDLETOWN ..... 06N - 174
MILLBROOK ..... 44N - 178
MONTAUK ..... MTP - 181
MONTGOMERY ..... MGJ - 183
MONTICELLO ..... MSV - 191
NEW YORK ..... JFK - 197
NEW YORK ..... LGA - 250
NEWBURGH ..... SWF - 287
NIAGARA FALLS ..... IAG - 301
NORWICH ..... OIC - 307
OGDENSBURG ..... OGS - 310
OLEAN ..... OLE - 312
ONEONTA ..... N66 - 315
PENN YAN ..... PEO - 319
PLATTSBURGH ..... PBG - 322
POTSDAM ..... PTD - 328
POUGHKEEPSIE ..... POU - 330
RED HOOK ..... 46N - 340
ROCHESTER ..... ROC - 341
ROME ..... RME - 354
SARANAC LAKE ..... SLK - 361
SARATOGA SPRINGS .. 5B2 - 365
SCHENECTADY ..... SCH - 368
SENECA FALLS ..... 0G7 - 373
SHIRLEY ..... HWV - 374
SIDNEY ..... N23 - 381
SKANEATELES ..... 6B9 - 384
SOUTH BETHLEHEM ... 4B0 - 385
SOUTHAMPTON ..... 87N - 387
STORMVILLE ..... N69 - 388
SYRACUSE ..... SYR - 389
TICONDEROGA ..... 4B6 - 400
WATERTOWN ..... ART - 402
WEEDSPORT ..... B16 - 406
WELLSVILLE ..... ELZ - 409
WESTHAMPTON BEACH . FOK - 413
WHITE PLAINS ..... HPN - 421
WILLIAMSON-SODUS .. SDC - 437
WURTSBORO ..... N82 - 439

INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ANDOVER, NJ**

AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
**VOR-A**

NA when local weather not available.
Category A, 1000-2.

**ATLANTIC CITY, NJ**

ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13**[1]
**ILS or LOC/DME Rwy 31**[1]
**RADAR-1**[2]
**RNAV (GPS) Rwy 4**[2]
**RNAV (GPS) Rwy 13**[2]
**RNAV (GPS) Rwy 22**[2]
**RNAV (GPS) Rwy 31**[2]
**VOR/DME Rwy 22**[2]
**VOR Rwy 4**[2]
**VOR Rwy 13**[2]
**VOR Rwy 31**[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**BINGHAMTON, NY**

GREATER BINGHAMTON/
EDWIN A. LINK FIELD ..... **ILS Rwy 16**[1]
**ILS or LOC Rwy 34**[12]
**RNAV (GPS) Rwy 16**[2]
**RNAV (GPS) Rwy 28**[2]
**RNAV (GPS) Rwy 34**[2]
**VOR/DME Rwy 28**[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

**CALDWELL, NJ**

ESSEX COUNTY ..... **LOC Rwy 22**[1]
**RNAV (GPS) Rwy 22**[2]

Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**CORTLAND, NY**

CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**

Categories A,B, 1100-2,Categories C,D, 1100-3.

**DANSVILLE, NY**

DANSVILLE MUNI ..... **RNAV (GPS)-A**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 18**

NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

**DUNKIRK, NY**

CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
**VOR Rwy 24**

Category D, 900-2¾.

**ELMIRA, NY**

ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
**ILS or LOC Rwy 24**

NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

**FARMINGDALE, NY**

REPUBLIC ..... **ILS or LOC Rwy 14**[12]
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 19**
**RNAV (GPS) Rwy 32**

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.

**FULTON, NY**

OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
**VOR Rwy 33**

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**ISLIP, NY**
LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6**[1]
**ILS or LOC Rwy 24**[1]
**NDB Rwy 6**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**ITHACA, NY**
ITHACA
TOMPKINS RGNL ..... **ILS or LOCRwy 32**[12]
**RNAV (GPS) Y Rwy 14**[34]
**RNAV (GPS) Z Rwy 14**[34]
**VOR Rwy 14**[34]
**VOR Rwy 32**[35]
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

**JAMESTOWN, NY**
CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS or LOC Rwy 25**
**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**MASSENA, NY**
MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 27**
Category D, 800-2¼.
NA when local weather not available.

**MILLVILLE, NJ**
MILLVILLE MUNI ..... **VOR-A**
NA when local weather not available.

**MONTGOMERY, NY**
ORANGE COUNTY ..... **ILS or LOC Rwy 3**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 26**
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME — ALTERNATE MINIMUMS

**MONTICELLO, NY**
SULLIVAN COUNTY
INTL ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**NDB Rwy 15**
NA when local weather not available.

**MORRISTOWN, NJ**
MORRISTOWN MUNI ..... **ILS or LOC Rwy 23**[12]
**NDB Rwy 5**[13]
**NDB or GPS Rwy 23**[14]
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

**NEW YORK, NY**
JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L**[1]
**ILS Rwy 22R**[1]
**ILS Rwy 4L**[1]
**ILS Rwy 4R**[1]
**ILS or LOC Rwy 13L**[1]
**ILS or LOC Rwy 31L**[1]
**ILS or LOC Rwy 31R**[1]
**VOR or GPS Rwy 13L/R,**1000-3
[1]ILS, 700-2.

LA GUARDIA ..... **ILS or LOC Rwy 4**[1]
**ILS or LOC Rwy 13**[3]
**ILS or LOC Rwy 22**[2]
**LDA-A**[4]
**LOC Rwy 31**[4]
**RNAV (GPS)-B**[4]
**RNAV (GPS) Y Rwy 4**[4]
**RNAV (GPS) Rwy 13**[5]
**RNAV (GPS) Y Rwy 22**[4]
**RNAV (GPS) Rwy 31**[4]
**VOR/DME-G**[4]
**VOR/DME-H**[4]
**VOR-F**[6]
**VOR Rwy 4**[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**NEWARK, NJ**

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
**ILS or LOC Rwy 4R[1]**
**ILS or LOC Rwy 11[1]**
**ILS or LOC Rwy 22L[5]**
**ILS or LOC Rwy 22R[1]**
**RNAV (GPS) Rwy 4L[2]**
**RNAV (GPS) Y Rwy 4R[2]**
**RNAV (GPS) Rwy 11[2]**
**RNAV (GPS) Z Rwy 22L[2]**
**RNAV (GPS) Rwy 22R[2]**
**VOR/DME Rwy 22L[3]**
**VOR/DME Rwy 22R[3]**
**VOR Rwy 11[4]**

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.
[5]ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3.

**NEWBURGH, NY**

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
**ILS Rwy 27[1]**
**VOR Rwy 27[2]**

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.

**PENN YAN, NY**

PENN YAN ..... **RNAV (GPS) Rwy 1**

Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[2]**
**VOR-A[1]**
**VOR/DME Rwy 6[1]**
**VOR/DME Rwy 24[2]**

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**ROCHESTER, NY**

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 22[1]**
**ILS or LOC Rwy 28[2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 28[4]**
**VOR Rwy 4[3]**
**VOR/DME Rwy 4[3]**

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**ROME, NY**

GRIFFISS INTL ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS ) Rwy 33**

NA when local weather not available.
Category D, 800-2½.

**SARANAC LAKE, NY**

ADIRONDACK RGNL ..... **VOR/DME Rwy 5[1]**
**VOR or GPS Rwy 9[2]**

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SCHENECTADY, NY**

SCHENECTADY COUNTY ..... **ILS Rwy 4[1]**
**NDB Rwy 22**

NA when control tower closed.
[1]Category D, 700-2.

**SHIRLEY, NY**

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Y Rwy 24**
**RNAV (GPS) Z Rwy 24**
**RNAV (GPS) Rwy 33**
**VOR Rwy 6**

NA when local weather not available.

**SUSSEX, NJ**

SUSSEX ..... **RNAV (GPS) Rwy 3[1]**
**VOR-A[2]**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

NAME ALTERNATE MINIMUMS

**SYRACUSE, NY**

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
**VOR or TACAN Rwy 33**[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

**TETERBORO, NJ**

TETERBORO ..... **ILS or LOC Rwy 6**[1]
**ILS RWY 19**[1]
**RNAV (GPS) Y Rwy 6**[3]
**RNAV (RNP) Z Rwy 6,** 800-2¼
**VOR/DME-A**[2]
**VOR/DME-B**[2]
**VOR/DME Rwy 6**[3]
**VOR Rwy 24**[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

**TRENTON, NJ**

TRENTON MERCER ..... **ILS Rwy 6**
**NDB or GPS Rwy 6**
**VOR or GPS-A**
**VOR or GPS Rwy 24**

NA when control tower closed.

**WATERTOWN, NY**

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
**RNAV (GPS) Rwy 7**[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WELLSVILLE, NY**

WELLSVILLE MUNI ARPT, TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
**VOR-A**[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI **ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 24**

NA when local weather not available.
[1]NA when control tower closed.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
**ILS or LOC Rwy 34**[1]
**NDB Rwy 16**[12]
**RNAV (GPS) Rwy 34**[3]
**VOR/DME-A**[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

**WILDWOOD, NJ**

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 19**
**VOR-A**

NA when local weather not available.

## ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

### ATLANTIC CITY INTL

**RADAR**- 124.6 327.125

| RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| S-13 | | AB | **480**/24 | 405 | (500-½) | C | **480**/40 | 405 | (500-¾) |
| | | DE | **480**/50 | 405 | (500-1) | | | | |
| S-4 | | AB | **480**-1 | 412 | (500-1) | CD | **480**-1¼ | 412 | (500-1¼) |
| | | E | **480**-1½ | 412 | (500-1½) | | | | |
| S-31 | | AB | **480**-1 | 417 | (500-1) | CD | **480**-1¼ | 417 | (500-1¼) |
| | | E | **480**-1½ | 417 | (500-1½) | | | | |
| S-22 | | AB | **600**-1 | 532 | (600-1) | C | **600**-1½ | 532 | (600-1½) |
| | | D | **600**-1¾ | 532 | (600-1¾) | E | **600**-2 | 532 | (600-2) |
| CIRCLING | | AB | **560**-1 | 485 | (500-1) | C | **560**-1½ | 485 | (500-1½) |
| | | D | **640**-2 | 565 | (600-2) | E | **760**-2½ | 685 | (700-2½) |

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

---

## MCGUIRE AFB (KWRI), NJ (Orig, 10070 USAF)

ELEV **131**

**RADAR (E)** - 120.0 269.025

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 6[13] | 2.7°/53/1270 | ABCDE | **331**/24 | 200 | (200-½) |
| | 18[3] | 3.0°/51/950 | ABCDE | **323**-¾ | 200 | (200-¾) |
| | 36 | 3.0°/46/950 | ABCDE | **329**-¾ | 200 | (200-¾) |
| | 24[23] | 2.8°/45/905 | ABCDE | **378**/40 | 262 | (300-¾) |

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

## WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 **ELEV 690**

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| **RADAR-1** | | | | | | |
| PAR | 3[23] | 3.0°/54/1038 | ABCDE | **885**-½ | 200 | (200-½) |
| | 21[23] | 3.0°/58/1106 | ABCDE | **877**-½ | 200 | (200-½) |
| | 33[4] | 3.0°/49/938 | AB | **938**-¾ | 250 | (300-¾) |
| | | | CDE | **938**-1 | 250 | (300-1) |
| **RADAR-2** | | | | | | |
| ASR | 21[5] | | AB | **1020**-½ | 343 | (400-½) |
| | | | CDE | **1020**-¾ | 343 | (400-¾) |
| | 15[6] | | AB | **1100**-½ | 413 | (500-½) |
| | | | CD | **1100**-¾ | 413 | (500-¾) |
| | | | E | **1100**-1 | 413 | (500-1) |
| | 33[4] | | AB | **1140**-1 | 452 | (500-1) |
| | | | C | **1140**-1¼ | 452 | (500-1¼) |
| | | | DE | **1140**-1½ | 452 | (500-1½) |
| | 3[7] | | AB | **1240**-½ | 555 | (600-½) |
| | | | C | **1240**-1 | 555 | (600-1) |
| | | | D | **1240**-1¼ | 555 | (600-1¼) |
| | | | E | **1240**-1½ | 555 | (600-1½) |
| CIR[8] | All Rwy | | AB | **1240**-1 | 552 | (600-1) |
| | | | C | **1240**-1½ | 552 | (600-1½) |
| | | | D | **1240**-2 | 552 | (600-2) |
| | | | E | **1520**-3 | 832 | (900-3) |

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

### AKRON, NY

AKRON

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

### ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

### ALBION, NY

PINE HILL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

### ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

### ATLANTIC CITY, NJ

ATLANTIC CITY INTL

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

## BATAVIA, NY
GENESEE COUNTY AIRPORT
NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

## BELMAR-FARMINGDALE, NJ
MONMOUTH EXECUTIVE
TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

## BERLIN, NJ
CAMDEN COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

## BINGHAMTON, NY
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

## BLAIRSTOWN, NJ
BLAIRSTOWN
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.
DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.
Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

## BROCKPORT, NY
LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)
NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

## BUFFALO, NY
BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)
NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL
NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

## CALDWELL, NJ
ESSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

## CANANDAIGUA, NY
CANANDAIGUA
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

## CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

## CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

## DANSVILLE, NY

DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

## DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

## EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

## ELLENVILLE, NY

JOSEPH Y RESNICK

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

## ELMIRA, NY

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/ 1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

## ENDICOTT, NY

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21,** climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3,** trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21,** trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.

## FARMINGDALE, NY
REPUBLIC (FRG)
AMDT 5A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1or std. with a min. climb of 280' per NM to 300. **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32,** 300-2 or std. w/ min. climb of 220' per NM to 400.
DEPARTURE PROCEDURE: **Rwys 1, 32,** climb runway heading to 800 before proceeding on course.
NOTE: **Rwy 19,** 102' sign at departure end of runway, 510' right of centerline. **Rwy 32,** tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

## FISHERS ISLAND, NY
ELIZABETH FIELD
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.
NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

## FULTON, NY
OSWEGO COUNTY
TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.
NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

## GLENS FALLS, NY
FLOYD BENNETT MEMORIAL
TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

## HAMILTON, NY
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

## HAMMONTON, NJ
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

## HORNELL, NY
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

## HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

## ISLIP, NY

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

## ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 5 10098(FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

## JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN

NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

## JOHNSTOWN, NY

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

## KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.

DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

## LAKE PLACID, NY

LAKE PLACID

TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

## LAKEWOOD, NJ

LAKEWOOD

TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

## LE ROY, NY

LE ROY (5G0)
ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

## LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

## LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

## LOCKPORT, NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

## LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

## MALONE, NY

MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

## MANVILLE, NJ

CENTRAL JERSEY RGNL

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.

NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

## MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

## MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ . . . . . ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

## MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

## MILLBROOK, NY

SKY ACRES

TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

## MILLVILLE, NJ

MILLVILLE MUNI

NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

## MONTAUK, NY

MONTAUK

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

## MONTGOMERY, NY

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

## MONTICELLO, NY

SULLIVAN COUNTY INTL

DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

## MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

## MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

## NEW YORK, NY

JOHN F. KENNEDY INTL

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

## NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

## NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

## NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

## NIAGARA FALLS, NY

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

## NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

**OGDENSBURG, NY**

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

**OLD BRIDGE, NJ**

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

**OLEAN, NY**

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

**ONEONTA, NY**

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

**PEDRICKTOWN, NJ**

SPITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

**PENN YAN, NY**

PENN YAN

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

**PITTSTOWN, NJ**

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

**PLATTSBURGH, NY**

PLATTSBURGH INTL

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

**POTSDAM, NY**

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

**PRINCETON (ROCKY HILL), NJ**

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

## READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

## RED HOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

## ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

## ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

## ROME, NY

GRIFFISS INTL (RME)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

## SARANAC LAKE, NY

ADIRONDACK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

## SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

## SCHENECTADY, NY

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

## SENECA FALLS, NY

FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

## SHIRLEY, NY

BROOKHAVEN

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

## SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

## SKANEATELES, NY

SKANEATELES AERO DROME

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

## SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

## SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climbo f 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

## STORMVILLE, NY

STORMVILLE

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

## SUSSEX, NJ

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

## SYRACUSE, NY

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

## TETERBORO, NJ

TETERBORO (TEB)

AMDT6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92'AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

## TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

## TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

## TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

**VINCENTOWN, NJ**

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

**VINELAND, NJ**

KROELINGER

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

**WATERTOWN, NY**

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

**WEEDSPORT, NY**

WHITFORDS

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

**WELLSVILLE, NY**

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

**WEST MILFORD, NJ**

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

**WHEELER-SACK AAF (KGTB)**

FORT DRUM, NY . . . . . AMDT 5, 09239

**Rwy 15,** Standard with minimum climb of 250 ft/NM to 3100.

**Rwy 21,** Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY (HPN)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

**WILDWOOD, NJ**

CAPE MAY COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

**WILLIAMSON/SODUS, NY**

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

**WOODBINE, NJ**

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

| APP CRS | Rwy Idg | 3268 |
|---|---|---|
| 071° | TDZE | 838 |
| | Apt Elev | 840 |

# RNAV (GPS) RWY 7
AKRON (9G3)

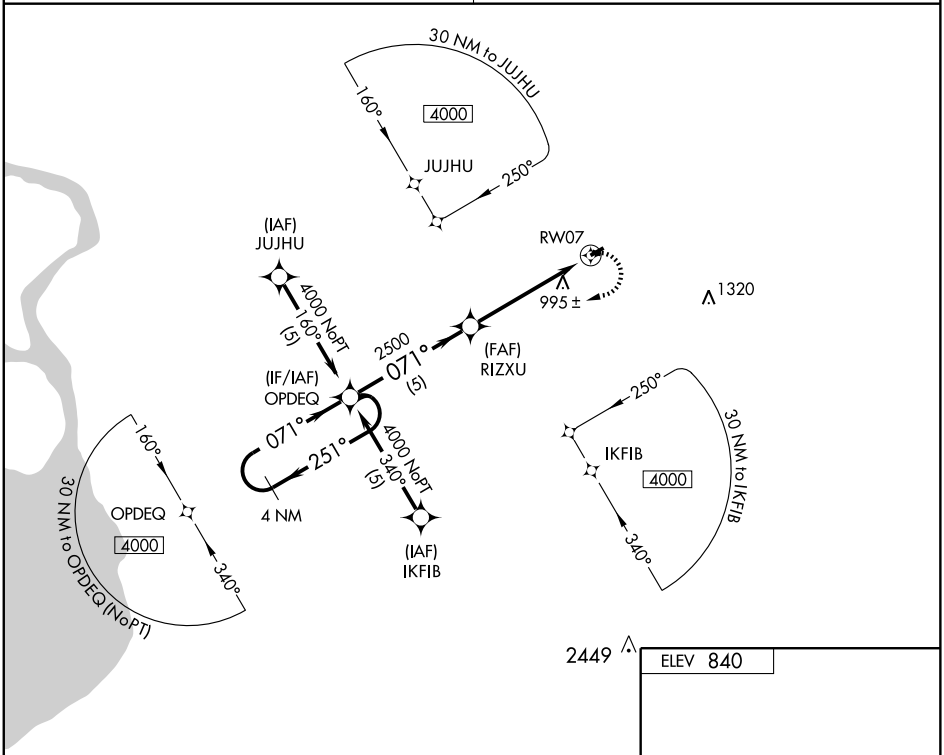
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

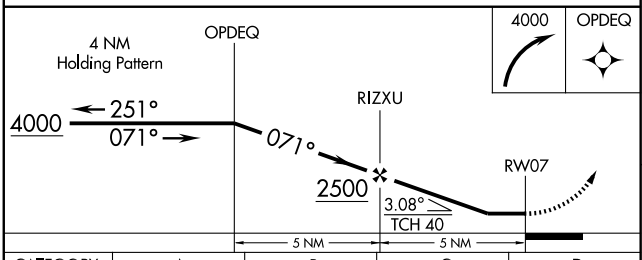
NA

MISSED APPROACH: Climbing right turn to 4000 direct OPDEQ WP and hold.

BUFFALO APP CON
**126.15 263.125**

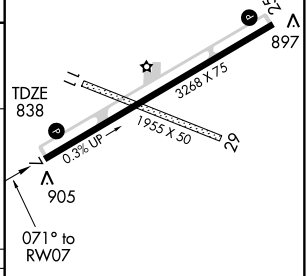
UNICOM
**122.725** (CTAF) L










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 | 422 (500-1) | 1260-1¼ 422 (500-1¼) | NA |
| CIRCLING | 1340-1 | 500 (500-1) | 1340-1½ 500 (500-1½) | NA |

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 25

AKRON (9G3)

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 251° | 3268 | 840 | 840 |

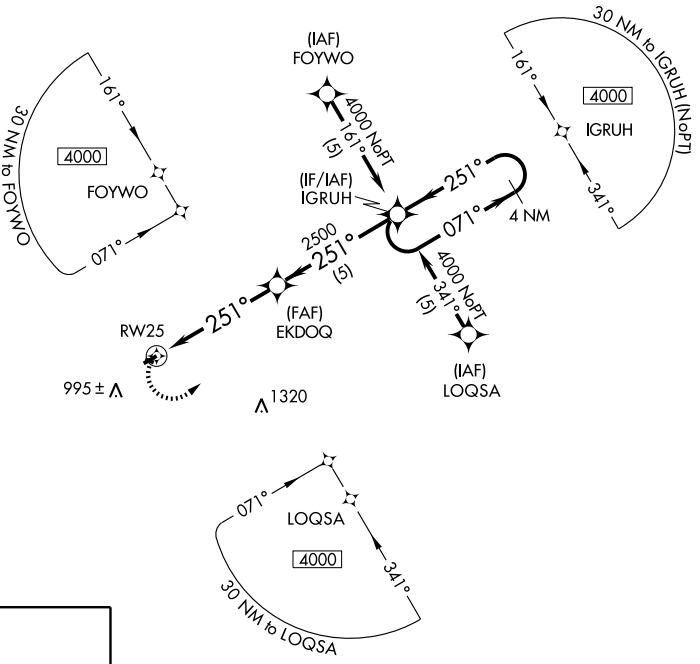
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

NA

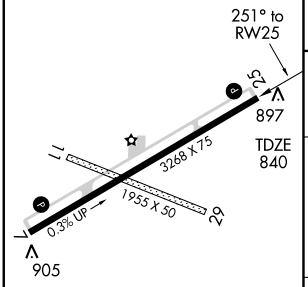
MISSED APPROACH: Climbing left turn to 4000 direct IGRUH WP and hold.

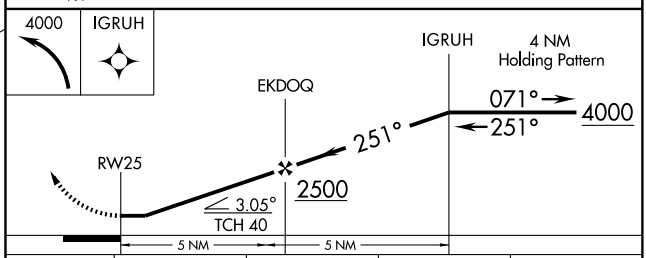
BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L




ELEV 840




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 | 460 (500-1) | 1300-1¼ 460 (500-1¼) | NA |
| CIRCLING | 1340-1 | 500 (500-1) | 1340-1½ 500 (500-1½) | NA |

MIRL Rwy 7-25 L
REIL Rwy 25 L

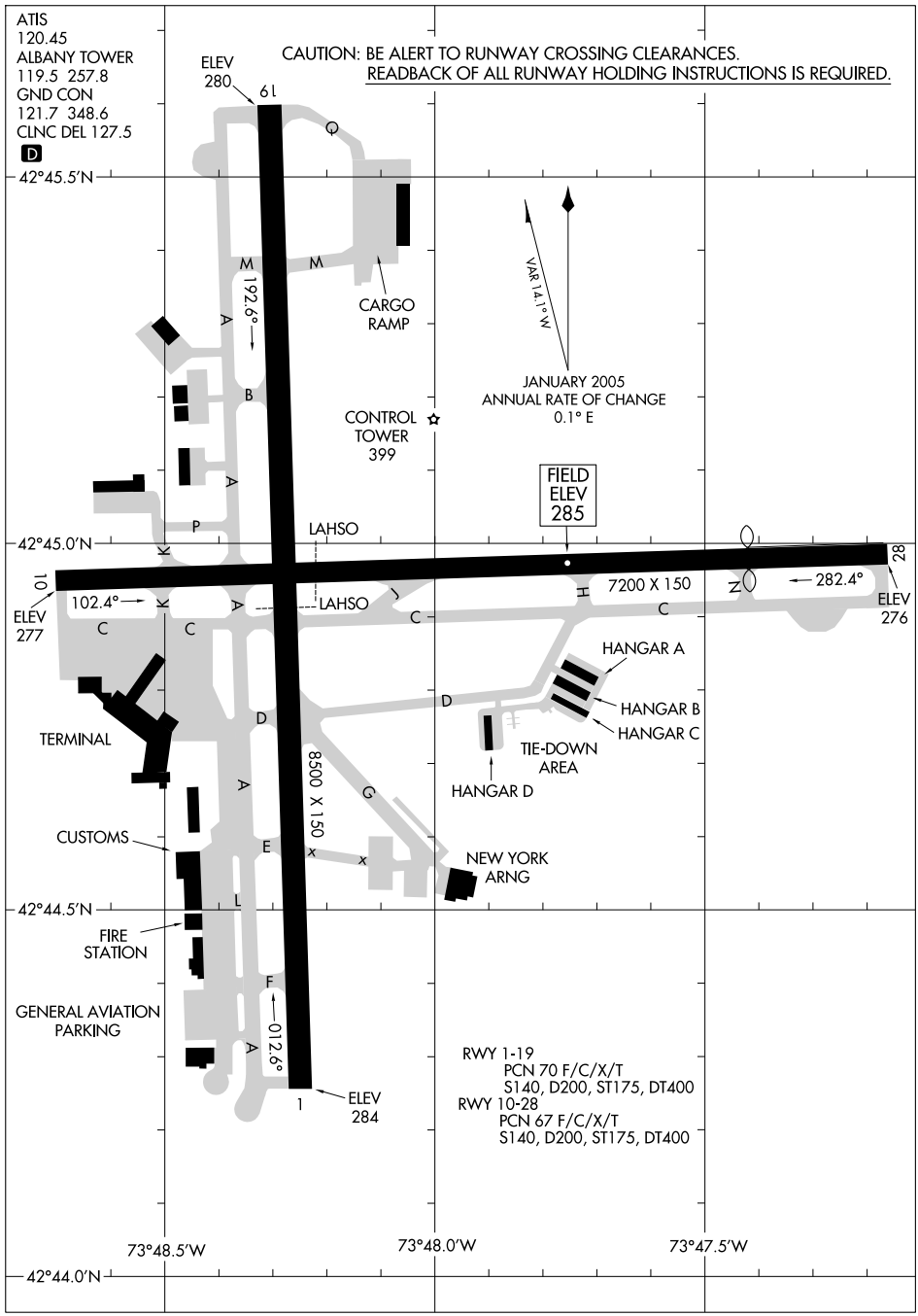
NE-2. 08 APR 2010 to 06 MAY 2010

09183

# AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

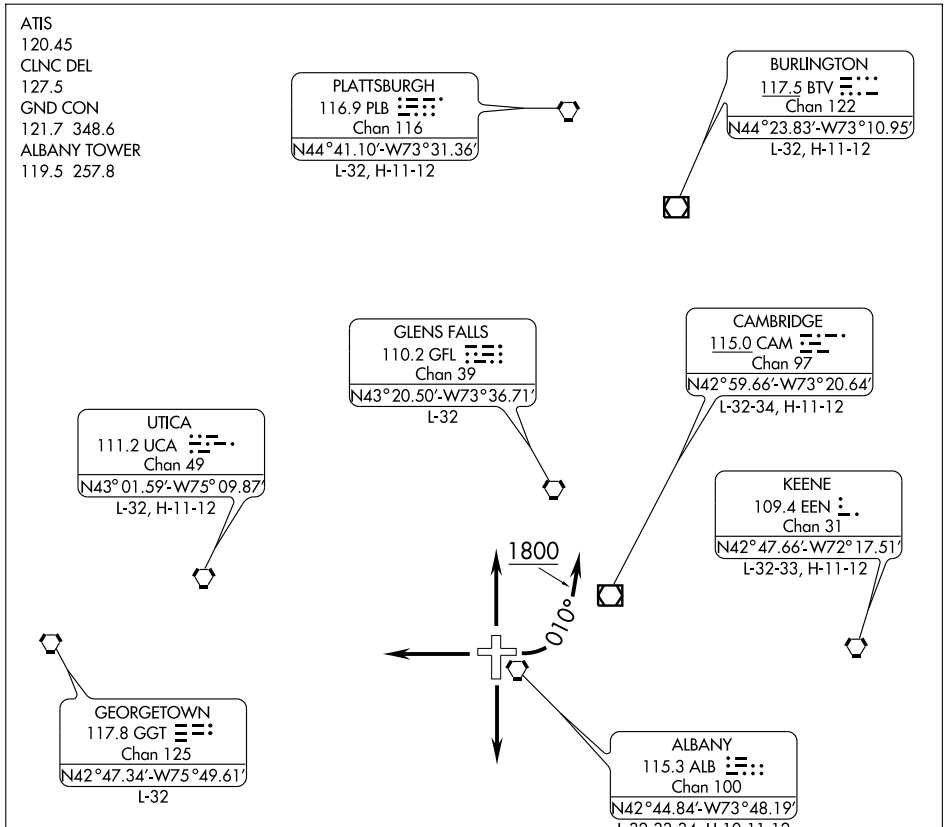



NE-2, 08 APR 2010 to 06 MAY 2010

# ALBANY THREE DEPARTURE

SL-10 (FAA)






NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.

| LOC/DME I-DEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 011° | TDZE | 285 |
| Chan 32 | | Apt Elev | 285 |

# COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

ALTERNATE MISSED APCH FIX
R-340
160°
340°
CAMBRIDGE CAM
115.0
Chan 97

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

WARUV INT
ALB 10

(IAF)
DOTCA
ALB 5

DELMY
I-DEJ 8.2

(IF)
MUJIK
I-DEJ 12.5

(IAF)
CIRRU INT
ALB 16

(IYIYO)

2500 to DOTCA
192° (5)

R-097
R-231
R-221
R-175
115.0 CAM Chan 97
ALB
011° (4.3)
2500
191°
146°
326°
10 NM

723 476 455 640 526 693 463 1688 097° 277° 1660 411 855 2280 467 2123 1935

DME REQUIRED

MSA ALB 25 NM
3600
270°
4700
360°

ELEV 285 D

6L 357± 359± 8500 X 150 TWR 399 398± 302± 7200 X 150 10 28 362 HIRL Rwy 1-19 MIRL Rwy 10-28 REIL Rwys 10 and 28 TDZE 285 380 384± 011° 6.7 NM from FAF

800 5000 WARUV ALB R-097 115.3 I-DEJ 2.9 I-DEJ 1.6 DOTCA ALB 5 Remain within 10 NM DELMY I-DEJ 8.2 191° 2500 011° 2500 2500 Use I-DEJ DME when on the localizer course. GS 3.00° TCH 55 1.3 5.3 NM

| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 8:56 | 6:42 | 5:22 | 4:28 | 3:50 |

| CATEGORY | COPTER |
|---|---|
| H-ILS 1 | 485/12 200 (200-¼) |
| H-LOC 1 | 760/12 475 (500-¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6780 |
|---|---|---|
| 101° | TDZE | 280 |
| | Apt Elev | 285 |

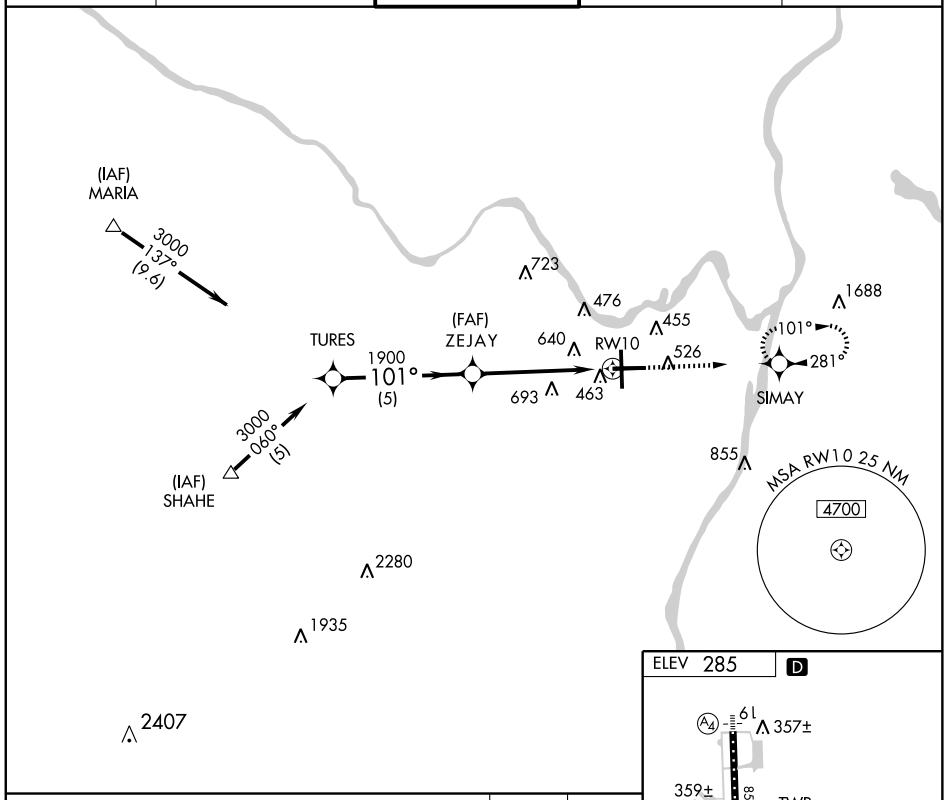
# GPS RWY 10
## ALBANY INTL (ALB)

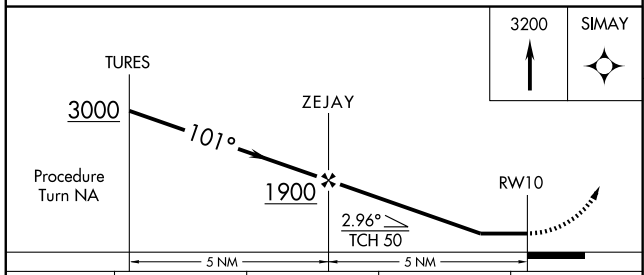
NA

Circling NA West of Rwy 1-19.

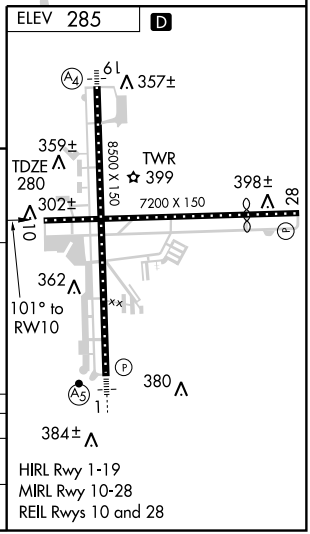
MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 920-1 640 (700-1) | | 920-1¾ 640 (700-1¾) | 920-2 640 (700-2) |
| CIRCLING | 920-1 635 (700-1) | | 920-1¾ 635 (700-1¾) | 920-2 635 (700-2) |




NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5998 |
|---|---|---|
| 281° | TDZE | 285 |
| | Apt Elev | 285 |

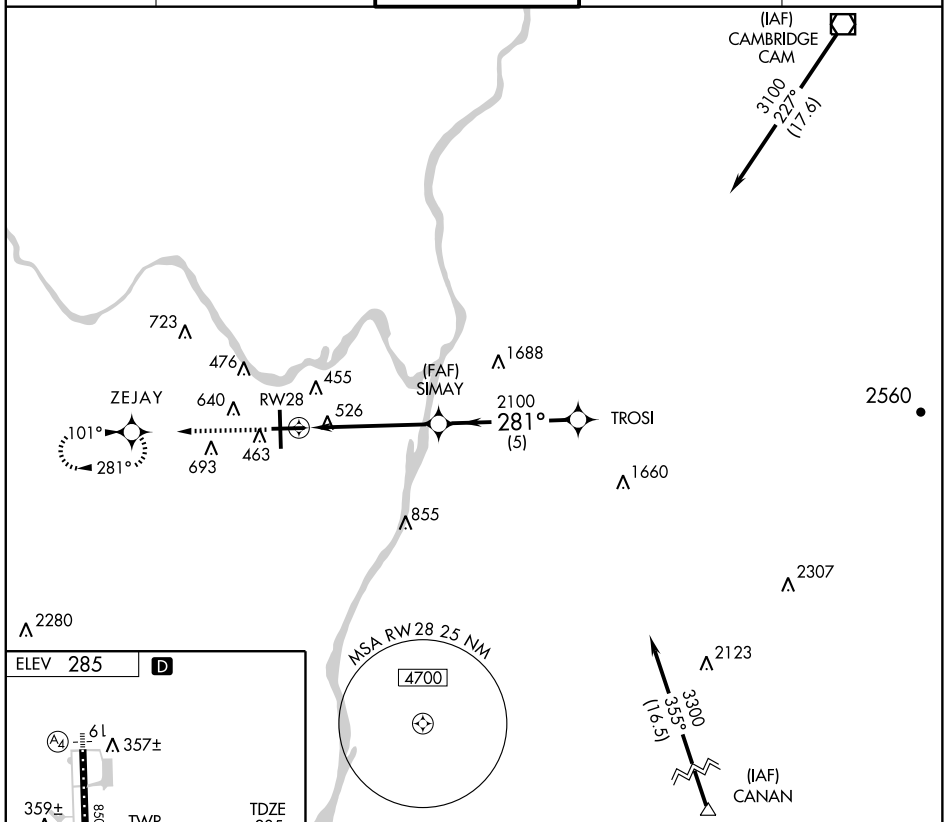
# GPS RWY 28
## ALBANY INTL (ALB)

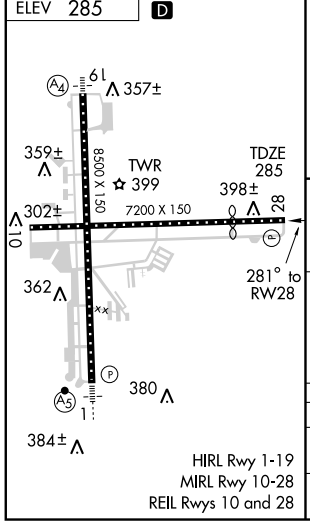
NA

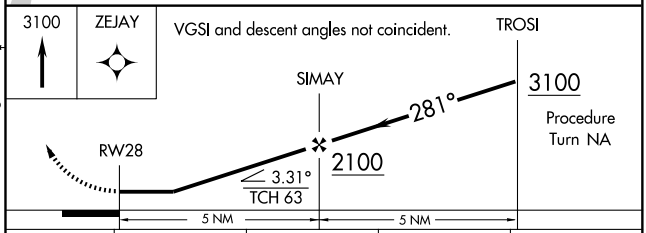
Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 495 (500-1) | | 780-1¼ 495 (500-1¼) | 780-1½ 495 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-DEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 011° | TDZE | 285 |
| Chan 32 | | Apt Elev | 285 |

# ILS or LOC RWY 1

ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

DME or RADAR REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

115.0 CAM
Chan 97

R-251

MISSED APCH FIX

CAMBRIDGE
CAM
115.0
Chan 97

R-340
160°
340°
R-251

476 640 463 693 455 526 380 411± 855 1688 1660 2280 1935 2123

FLEIG
I-DEJ 6.4
RADAR

011° (6.1)
1900
R-175
R-221

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

1 min
191°
011°
191°

10 NM

(IAF)
CIRRU
ALB 16

(IYIYO)

3000 NoPT to MUJIK
282° (4.5)
and LOC (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

ELEV 285 D

61 357± 359± 302± 362 380 384±

TWR
399

8500 X 150
7200 X 150
398±
10
28

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

TDZE
285

011° 4.8 NM from FAF

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

800 5000 CAM
CAM R-251 115.0

FLEIG
I-DEJ 6.4
RADAR

MUJIK
I-DEJ 12.5
RADAR

One Minute Holding Pattern

I-DEJ 2.8
I-DEJ 1.6
1900
011°
191°
011°
3000
GS 3.00°
TCH 55
Use I-DEJ DME when on the localizer course.

1.2 3.6 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | *485/24 200 (200-½) | | | |
| S-LOC 1 | 720/24 435 (500-½) | | 720/40 435 (500-¾) | 720/50 435 (500-1) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-ALB | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 191° | TDZE | 280 |
| Chan 32 | | Apt Elev | 285 |

# ILS or LOC RWY 19

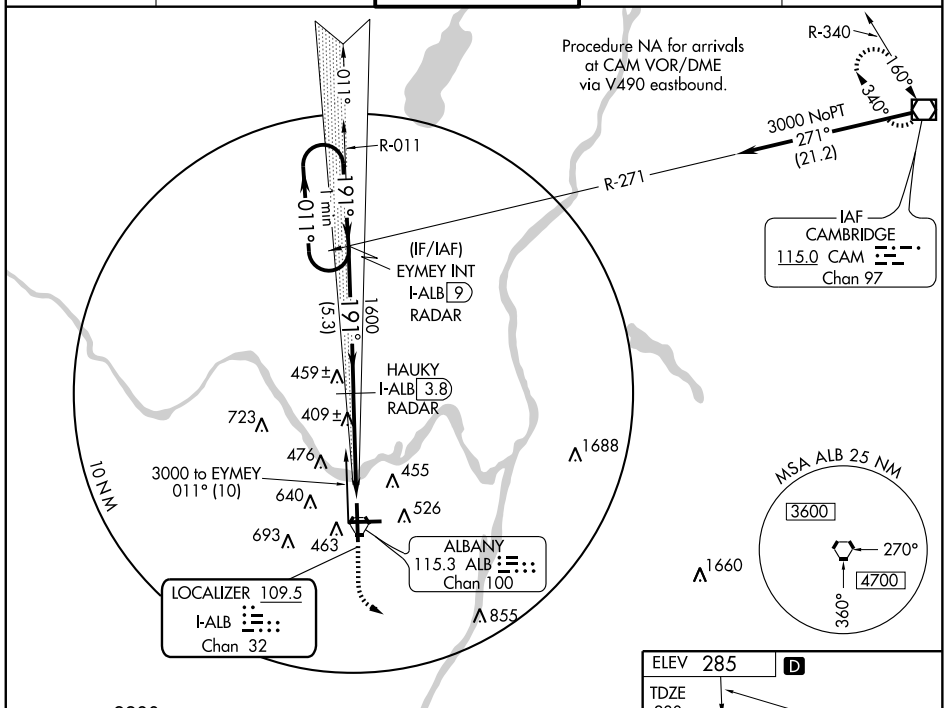
ALBANY INTL (ALB)

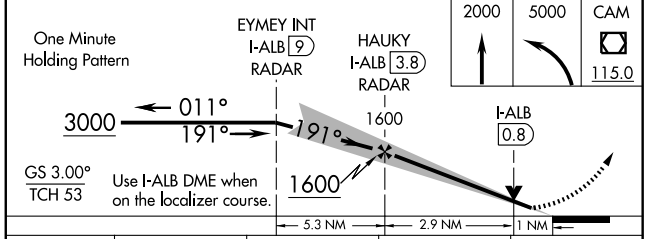
Circling NA West of Rwy 1-19.

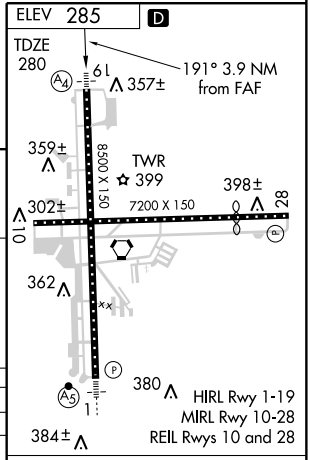
MALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 480/40 200 (200-¾) | | | |
| S-LOC 19 | 660/40 380 (400-¾) | | | 660/60 380 (400-1¼) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 97402 | 011° | TDZE | 285 |
| W01A | | Apt Elev | 285 |

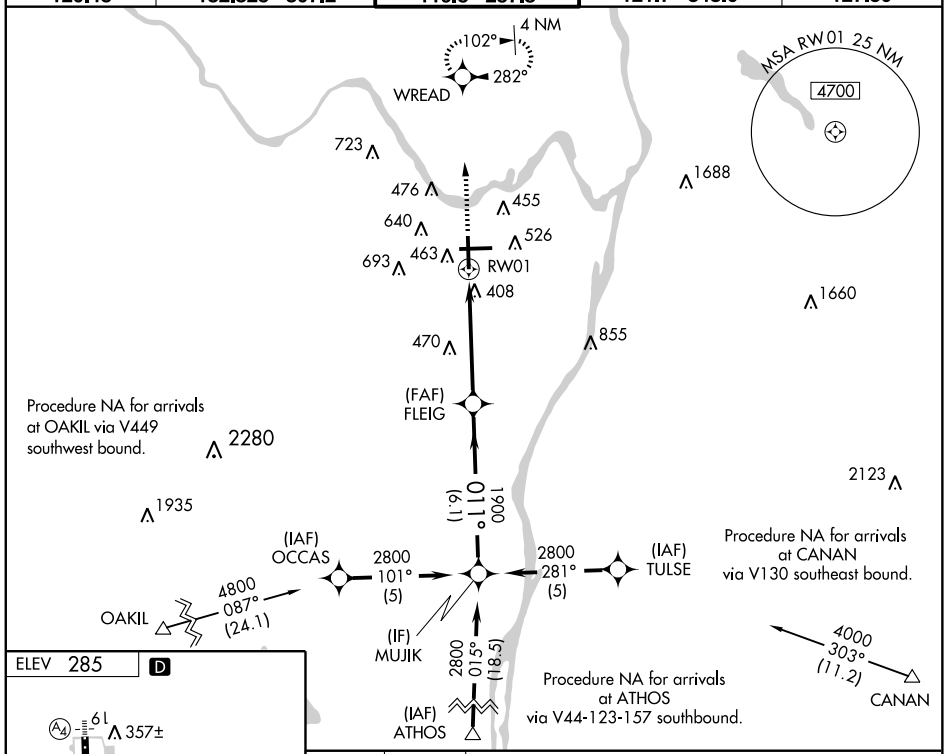
# RNAV (GPS) RWY 1
## ALBANY INTL (ALB)

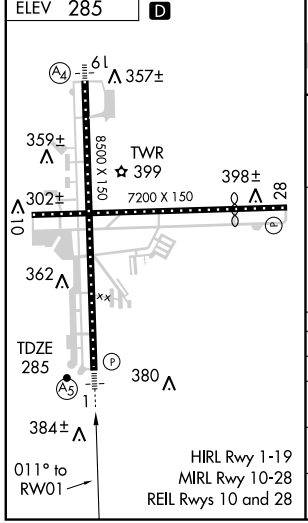
Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

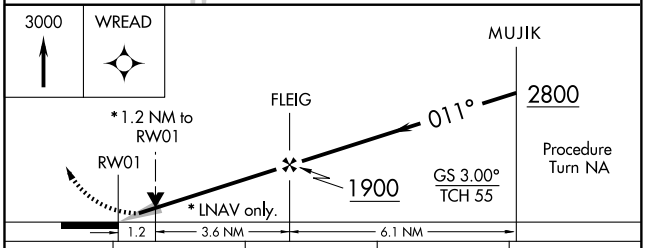
MALSR

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 535/24 250 (300-½) | | | |
| LNAV/VNAV DA | 818/60 533 (600-1¼) | | | |
| LNAV MDA | 720/24 435 (500-½) | | 720/40 435 (500-¾) | 720/50 435 (500-1) |
| CIRCLING | 840-1¾ 555 (600-1¾) | | | 840-2 555 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 56302 | 191° | TDZE | 280 |
| W19A | | Apt Elev | 285 |

# RNAV (GPS) RWY 19

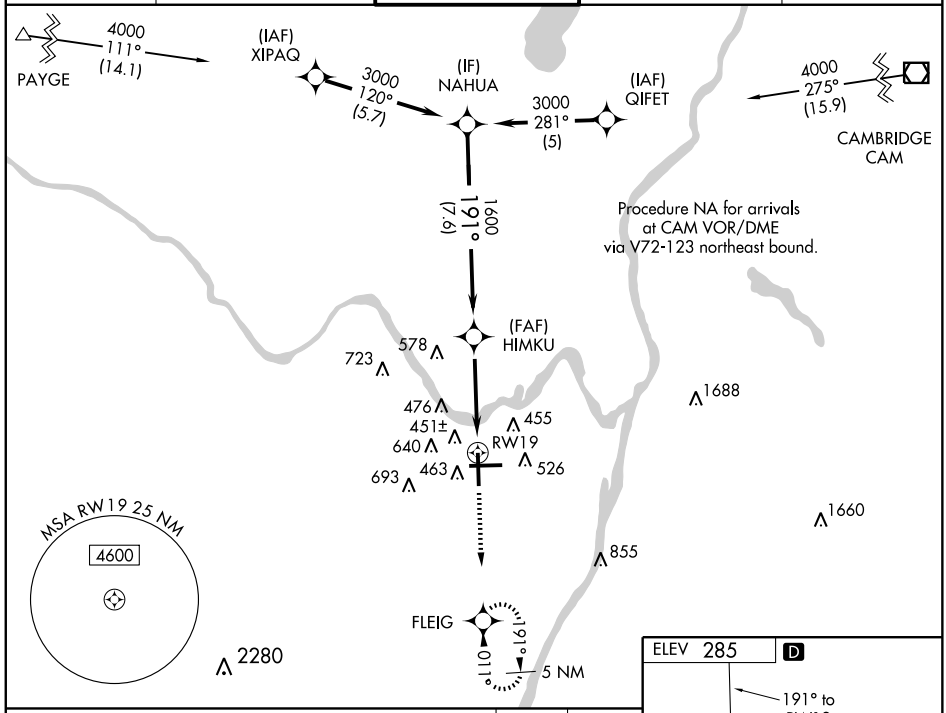
ALBANY INTL (ALB)

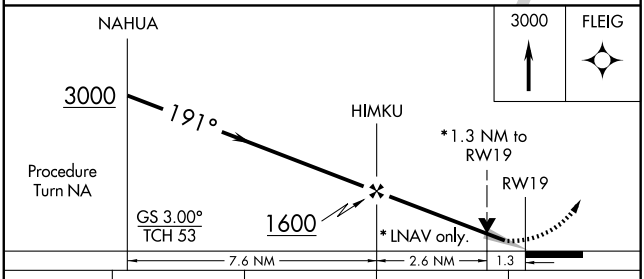
Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

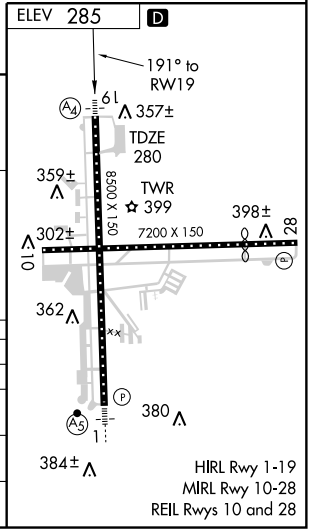
MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 530/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 777-1¾ 497 (500-1¾) | | | |
| LNAV MDA | 760/40 480 (500-¾) | | 760/60 480 (500-1¼) | 760-1½ 480 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |




NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC ALB | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| 115.3 | 275° | TDZE | 285 |
| Chan 100 | | Apt Elev | 285 |

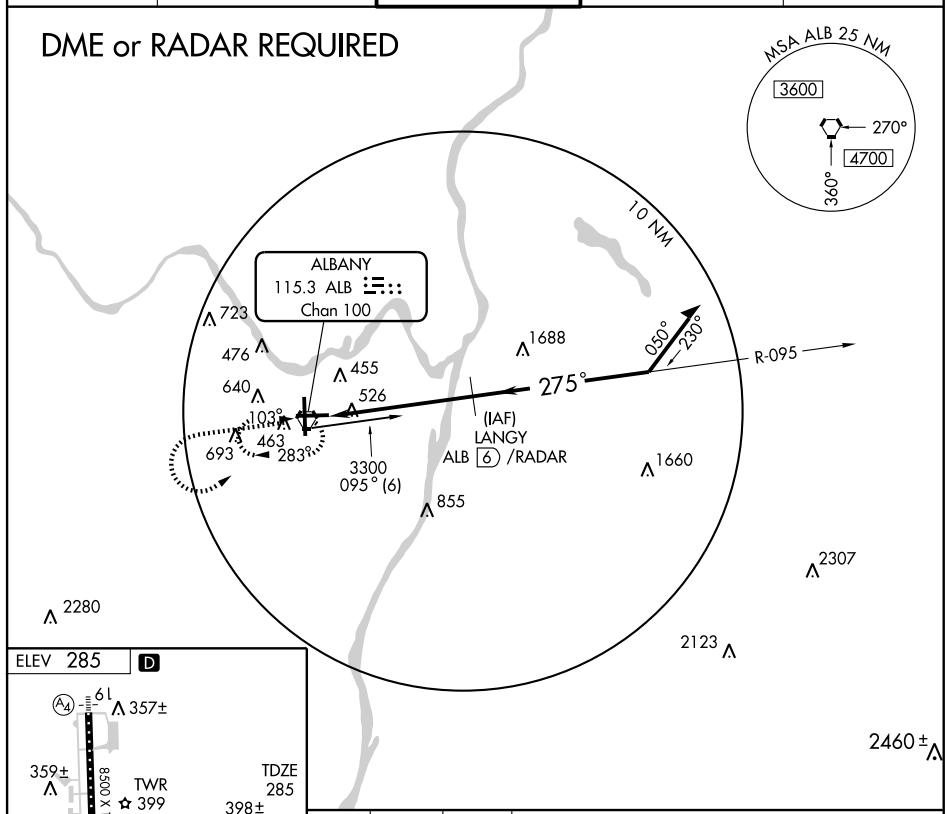
# VOR RWY 28
## ALBANY INTL (ALB)

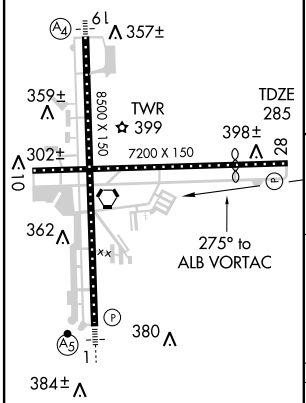
Circling NA West of Rwy 1-19.

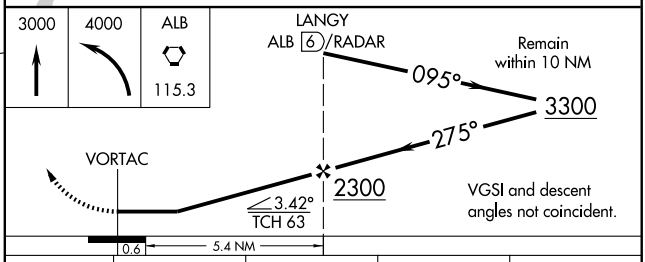
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 495 (500-1) | | 780-1¼ 495 (500-1¼) | 780-1½ 495 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

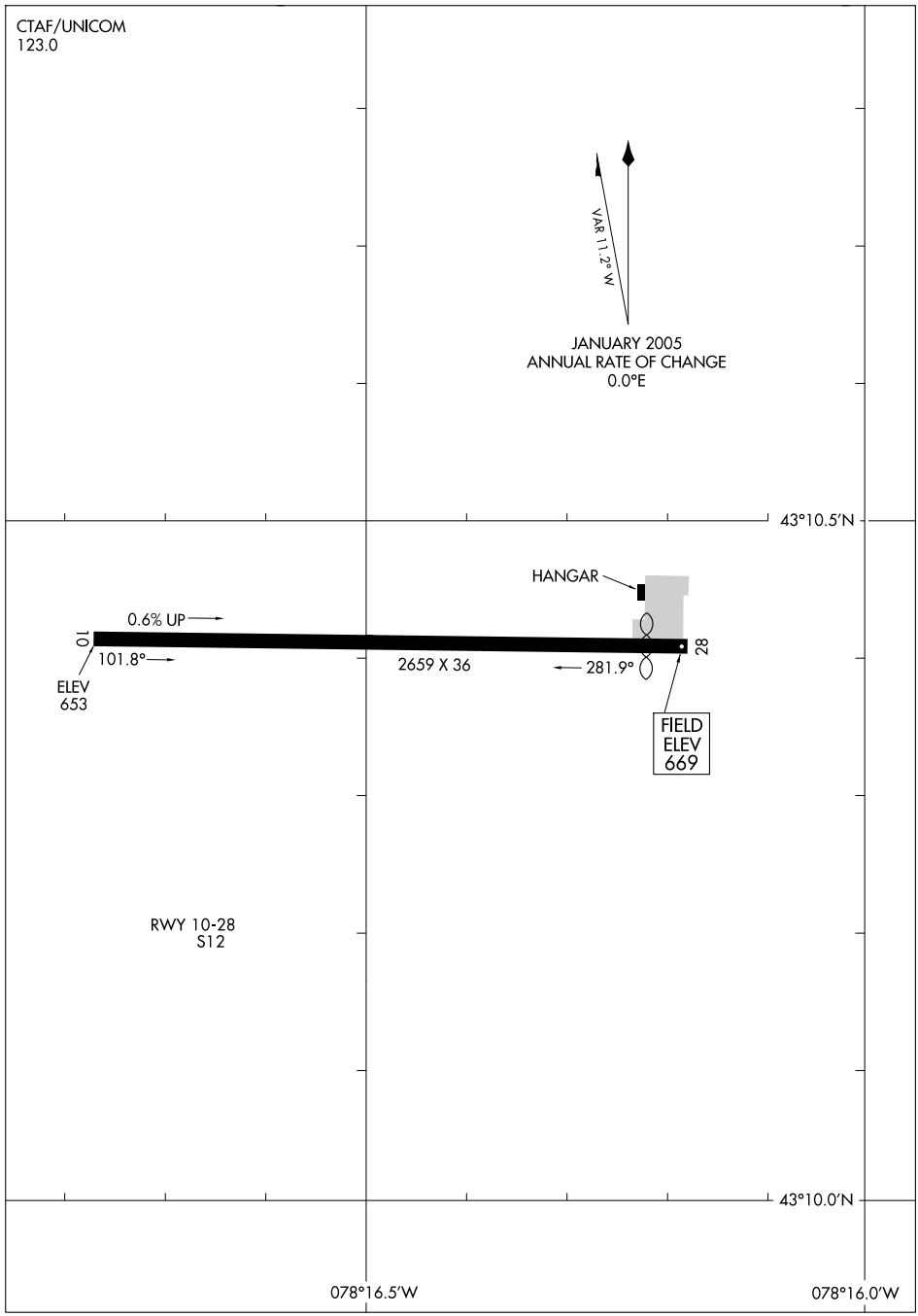
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-2, 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 059° | TDZE | N/A |
| | Apt Elev | 669 |

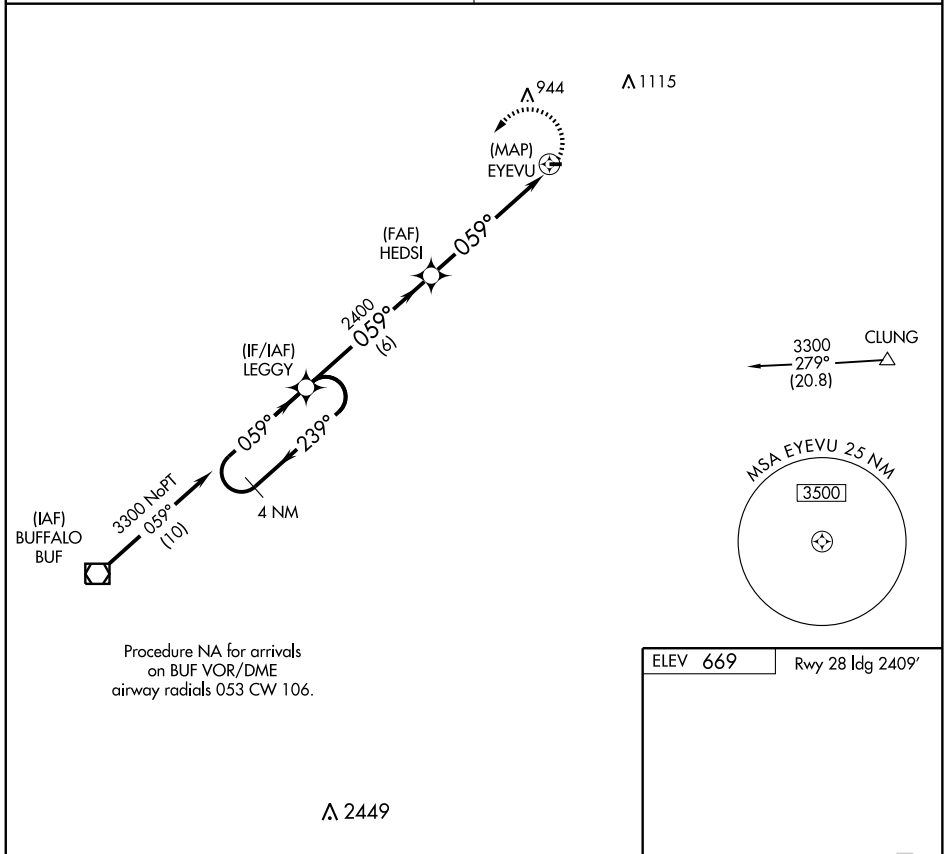
# RNAV (GPS) -B

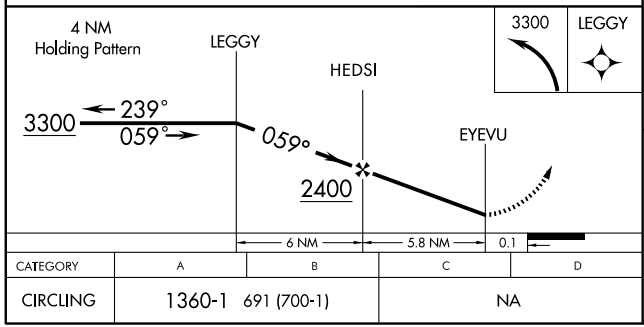
ALBION/ PINE HILL (9G6)

NA — DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

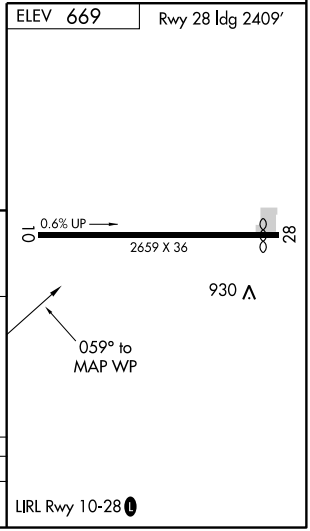
MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1 | 691 (700-1) | NA | |




NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-GVQ | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 108.9 | 282° | TDZE | 911 |
| | | Apt Elev | 913 |

# ILS or LOC RWY 28

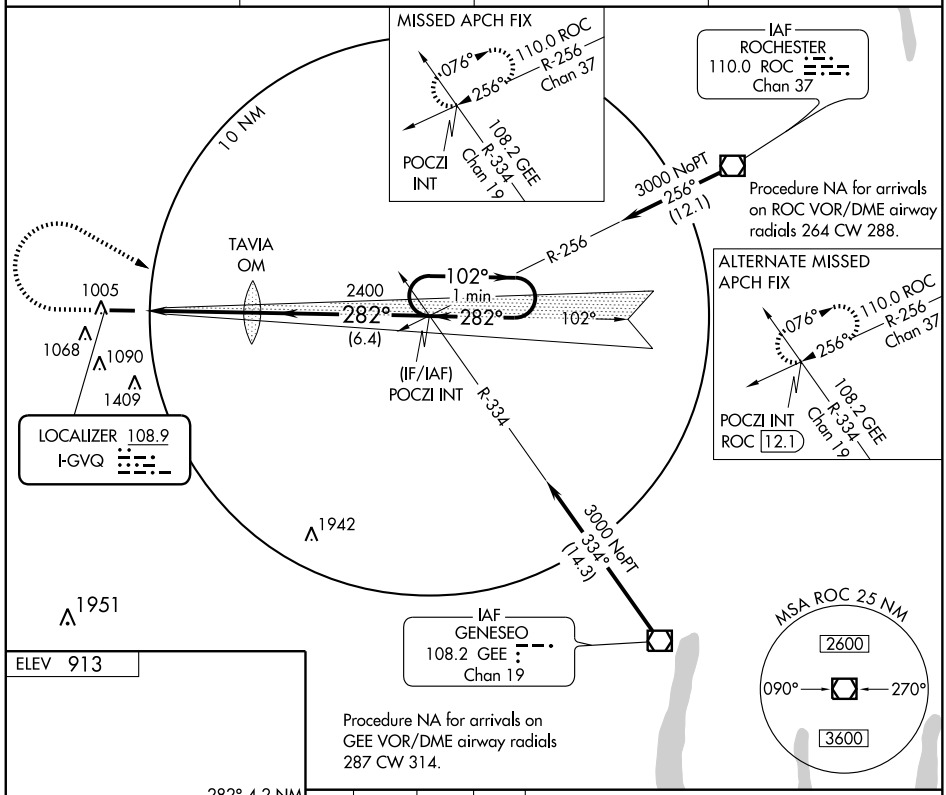
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile. NA

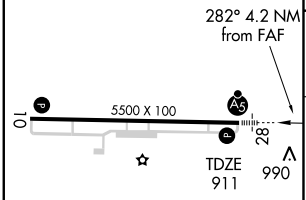
MALSR

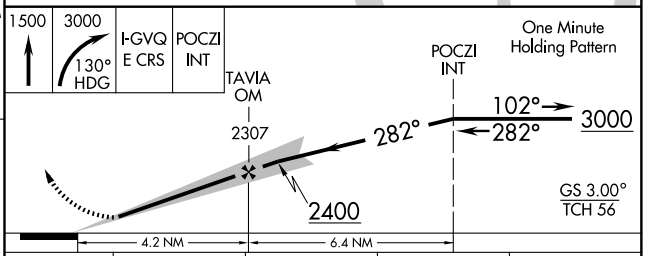
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

| AWOS-3 | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




ELEV 913




REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1111-½ 200 (200-½) | | | |
| S-LOC 28 | 1260-½ 349 (400-½) | | | 1260-¾ 349 (400-¾) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 86311 | 282° | TDZE | 911 |
| W28A | | Apt Elev | 913 |

# RNAV (GPS) RWY 28

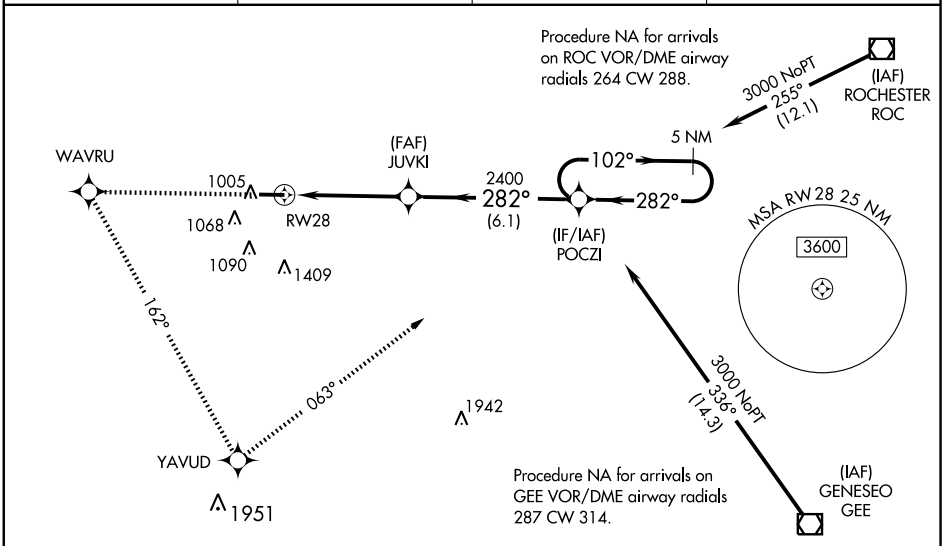
BATAVIA/GENESEE COUNTY (GVQ)

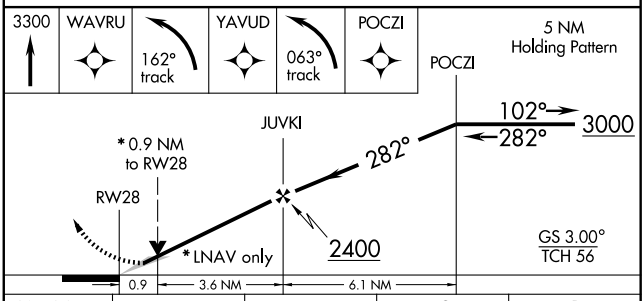
NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

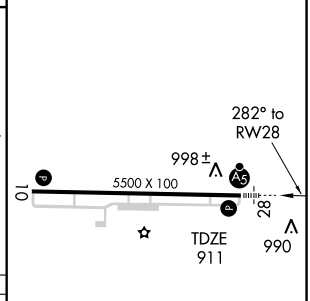
MALSR

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

| AWOS-3 | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1161-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1364-1 453 (500-1) | | | |
| LNAV MDA | 1260-½ 349 (400-½) | | | 1260-1 349 (400-1) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 311° | TDZE | N/A |
| Chan 19 | | Apt Elev | 913 |

# VOR/DME-A

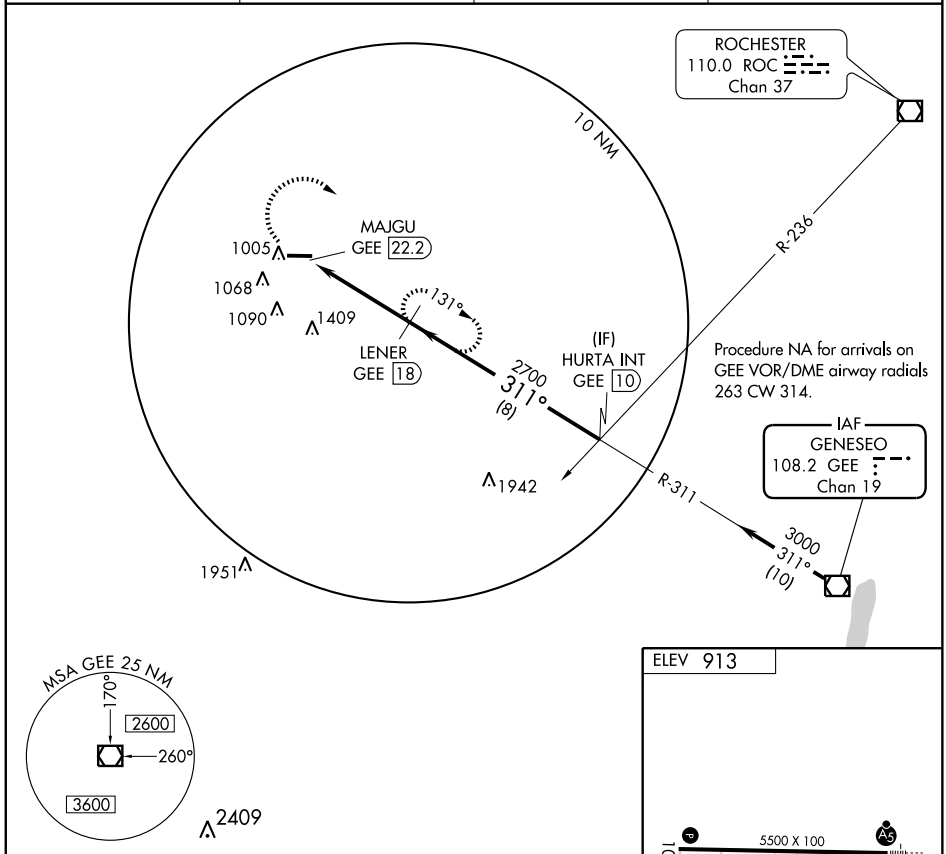
## BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

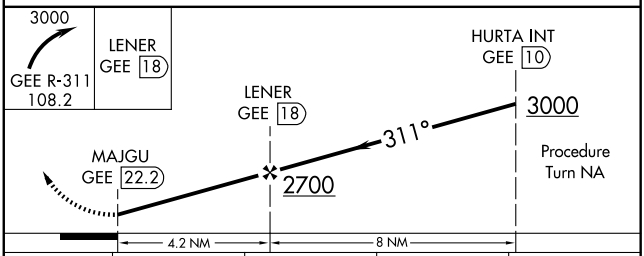
| AWOS-3 | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |



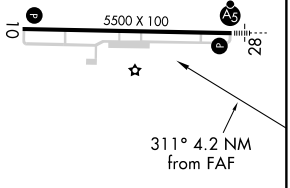




2409




ELEV 913



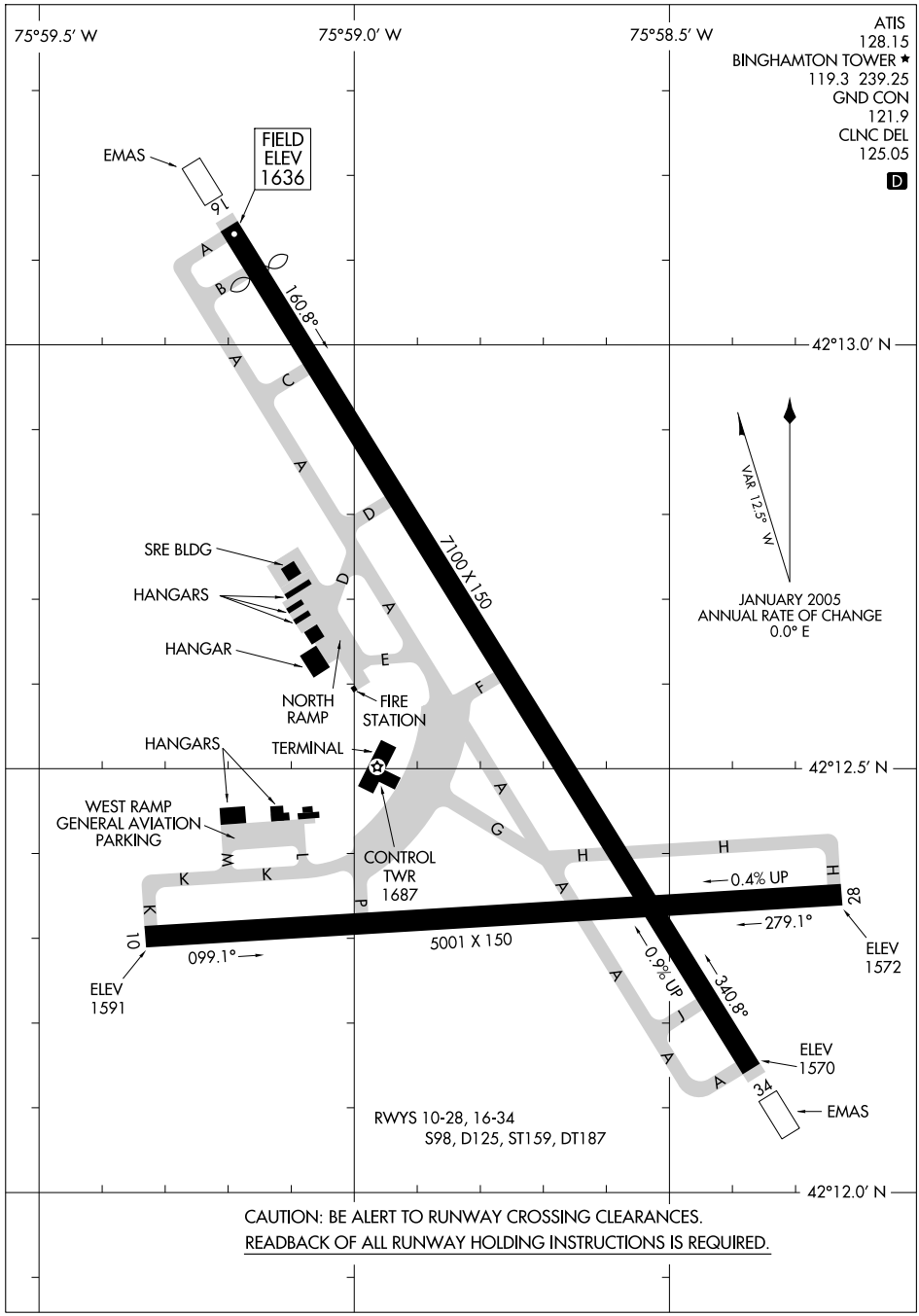

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1620-1<br>707 (800-1) | 1620-1¼<br>707 (800-1¼) | 1620-2<br>707 (800-2) | 1620-2¼<br>707 (800-2¼) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-BGM | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| 110.3 | 340° | TDZE | 1600 |
| | | Apt Elev | 1636 |

# ILS or LOC RWY 34

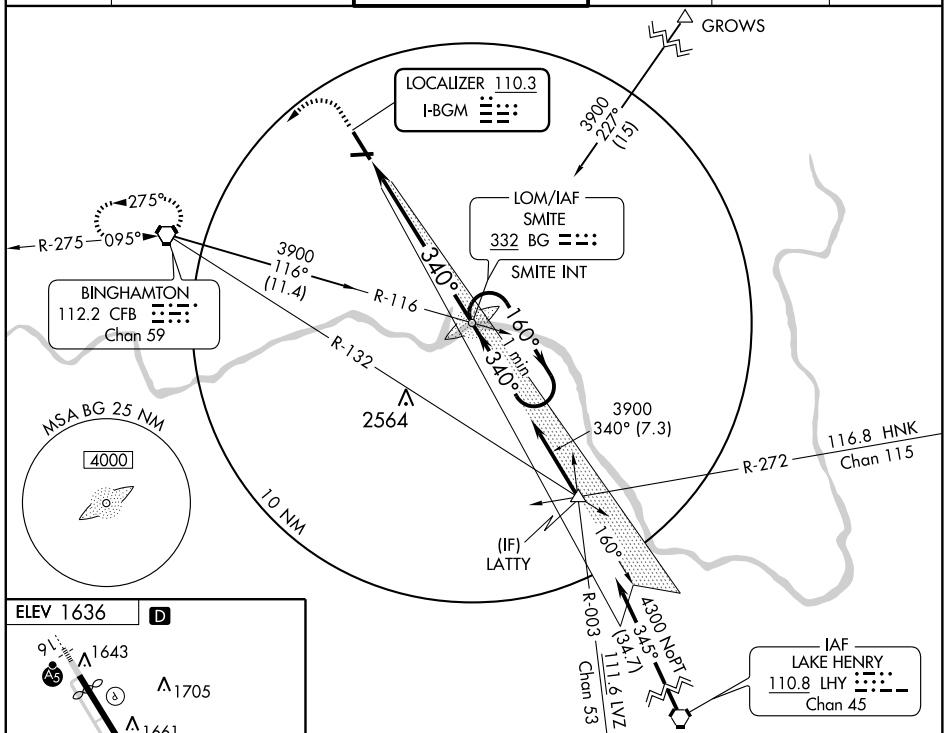
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

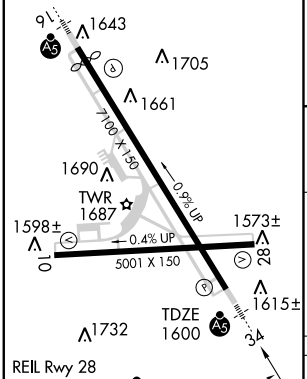
When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS all Cats, S-LOC and Circling Cats C and D visibility ¼ mile.
For inoperative MALSR increase S-LOC 34 Cat D visibility to RVR 5000.
For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |

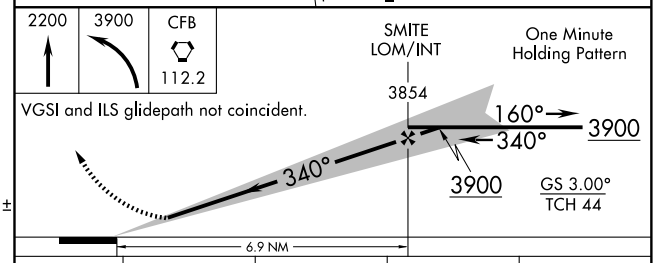



340° 6.9 NM from FAF

FAF to MAP 6.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 1800/24 200 (200-½) | | | |
| S-LOC 34 | 1940/24 340 (400-½) | | | 1940/40 340 (400-¾) |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-AAJ | APP CRS | Rwy Idg | 6700 |
|---|---|---|---|
| 110.3 | 158° | TDZE | 1634 |
| | | Apt Elev | 1636 |

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

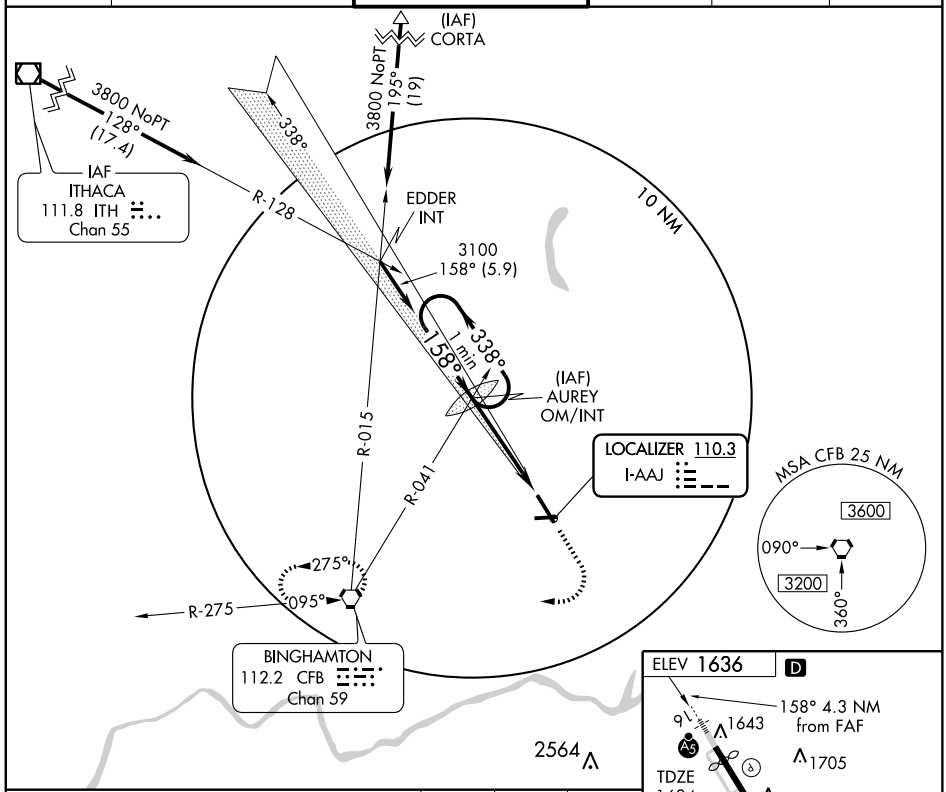
# ILS RWY 16

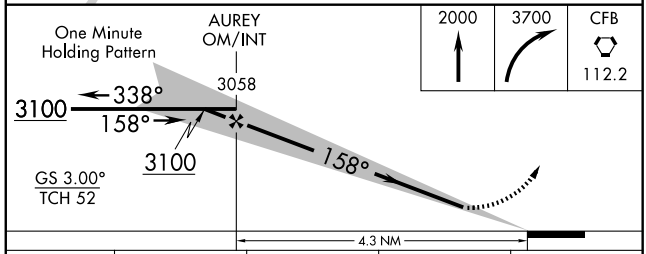
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

MALSR

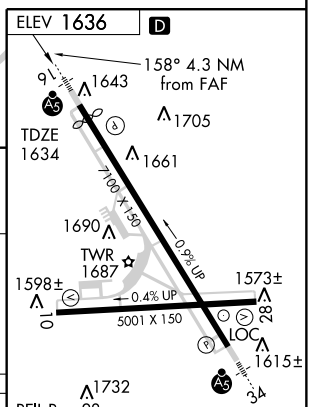
MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| 2000 | 3700 | CFB |
|---|---|---|
| | | 112.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 1884-½ 250 (300-½) | | | |
| S-LOC 16 | 1920-½ 286 (300-½) | | | 1920-¾ 286 (300-¾) |
| CIRCLING | 2100-1 464 (500-1) | | 2100-1½ 464 (500-1½) | 2200-2 564 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6700 |
|---|---|---|---|
| CH 66015 | 160° | TDZE | 1634 |
| W16A | | Apt Elev | 1636 |

# RNAV (GPS) RWY 16

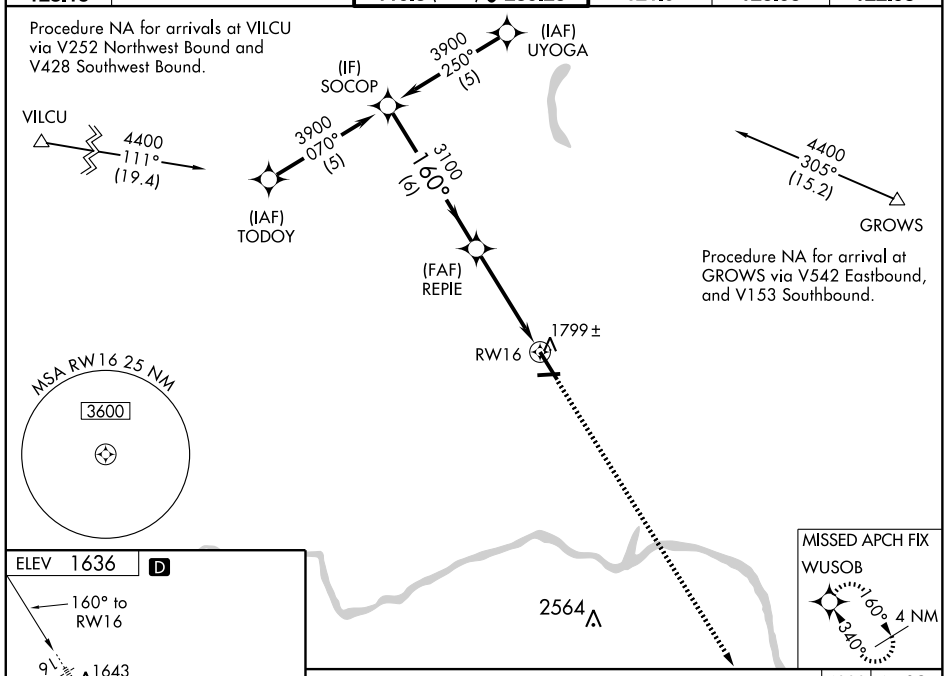
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD(BGM)

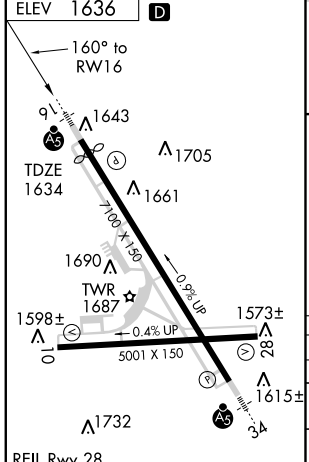
When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility ¼ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

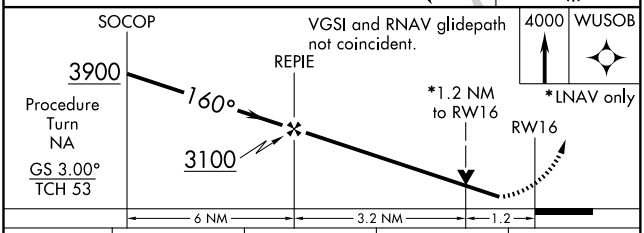
MALSR

MISSED APPROACH: Climb to 4000 direct WUSOB and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1884-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1984-¾ 350 (400-¾) | | | |
| LNAV MDA | 2060-¾ 426 (500-¾) | | | 2060-1 426 (500-1) |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 279° | TDZE | 1587 |
| | Apt Elev | 1636 |

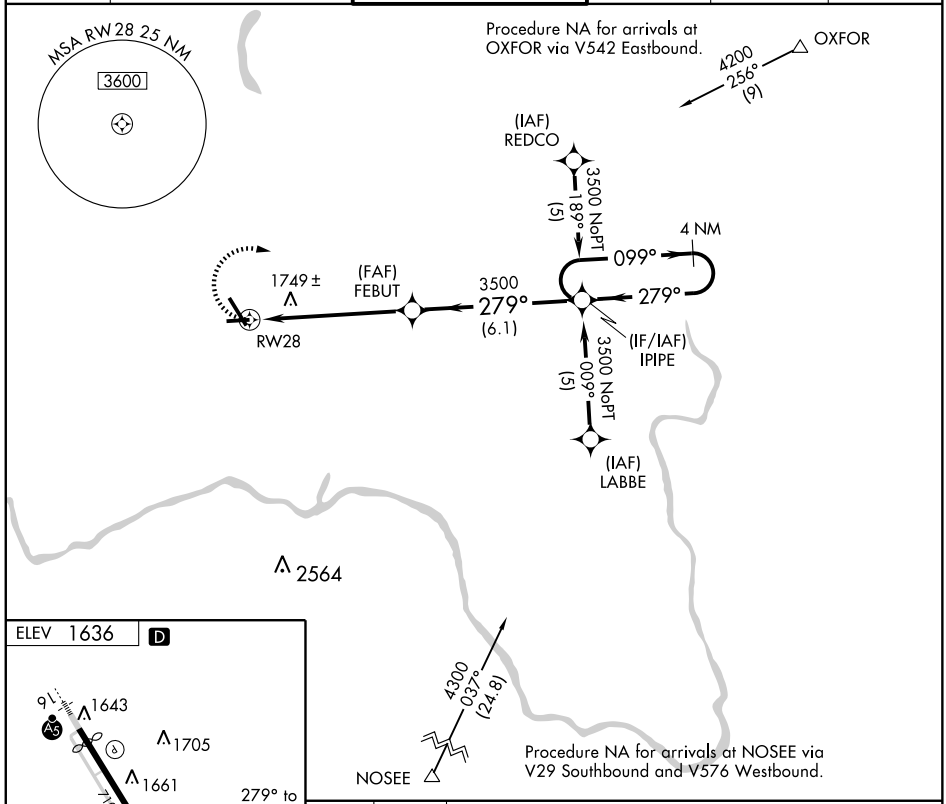
# RNAV (GPS) RWY 28

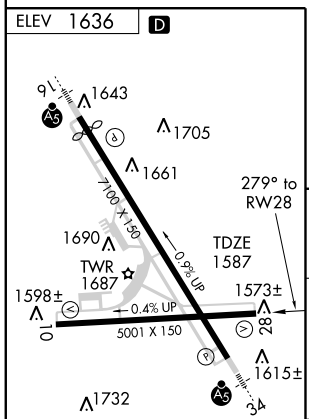
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

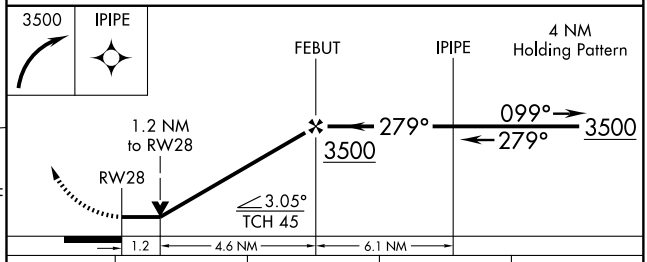
When VGSI inoperative, Circling Rwy 34 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile and LNAV Cat D visibility ½ mile. VDP NA when using Ithaca altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1 413 (400-1) | | 2000-1¼ 413 (400-1¼) | |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| CH 93915 | 340° | TDZE | 1600 |
| W34A | | Apt Elev | 1636 |

# RNAV (GPS) RWY 34

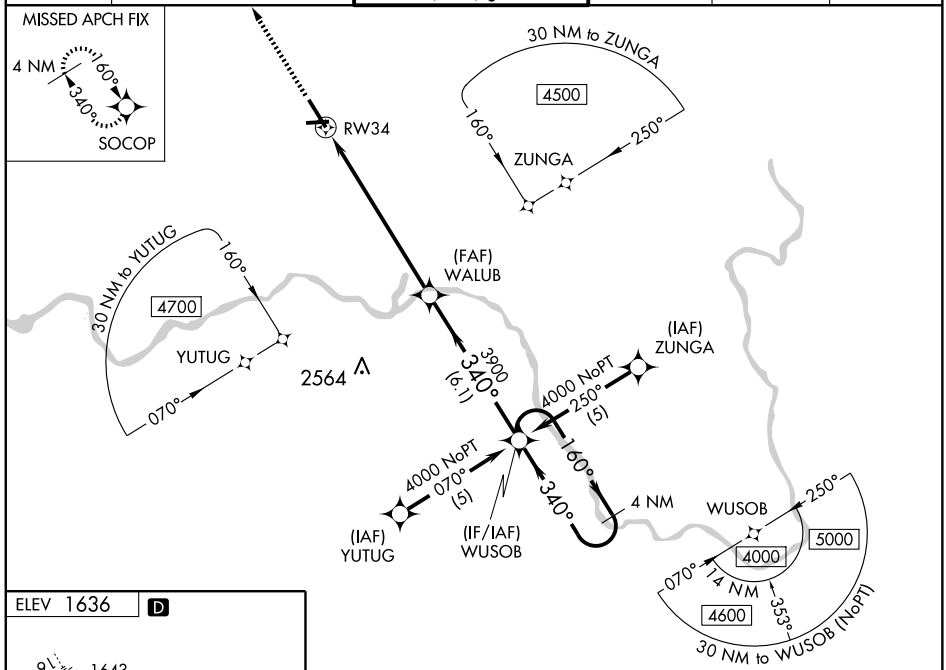
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

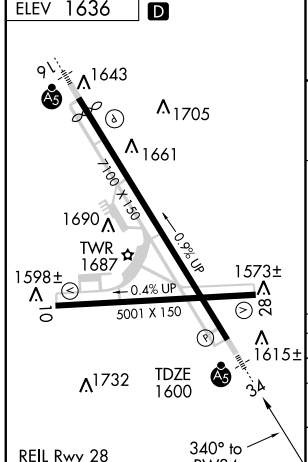
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

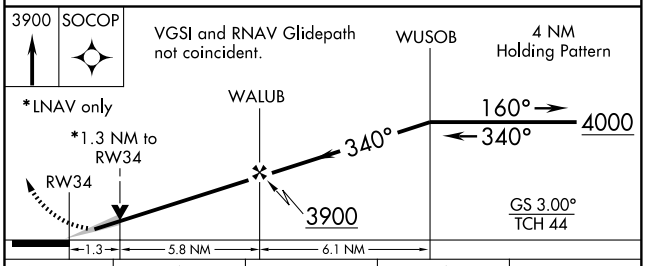
MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1800/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 2082/60 | 482 (500-1¼) | |
| LNAV MDA | 2040/24 | 440 (500-½) | 2040/40 440 (500-¾) | 2040/50 440 (500-1) |
| CIRCLING | 2120-1 | 484 (500-1) | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC CFB | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 112.2 | 260° | TDZE | 1587 |
| Chan 59 | | Apt Elev | 1636 |

# VOR/DME RWY 28

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet, S-28 Cat C and Circling Cat C and D visibility ¼ mile and S-28 Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |

IAF ROCKDALE 112.6 RKA Chan 73

3700 NoPT 253° (24.3)

R-080 CFB

080° 1 min 260°

3500 260° (6)

(IF/IAF) UTUYU CFB 19.9

Procedure NA for arrivals at RKA VOR/DME via V542 Eastbound.

3700 NoPT 316° (21.9)

IAF HANCOCK 116.8 HNK Chan 115

OCOLE CFB 13.9

1749±

DUTAC CFB 8.4

4100 to UTUYU 080° (19.9)

R-080

257°

077°

R-257

BINGHAMTON 112.2 CFB Chan 59

10 NM

2564

Procedure NA for arrivals at HNK VOR/DME on airway radials 313 CW 344.

MSA CFB 25 NM

3600

090°

3200

360°

ELEV 1636 D

1643

1705

1661

7100 X 150

260° 5.9 NM from FAF

1690

TWR 1687

TDZE 1587

0.9% UP

0.4% UP

5001 X 150

1598±

1573±

1615±

1732

10

28

34

REIL Rwy 28

MIRL Rwy 10-28 L

HIRL Rwy 16-34 L

3500 CFB 112.2

UTUYU CFB 19.9

One Minute Holding Pattern

OCOLE CFB 13.9

CFB 9.2

DUTAC CFB 8.4

080° 3700

260° 260°

3500

3.00° TCH 45

VDP NA when using Ithaca altimeter setting.

0.5 0.7 NM 4.7 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2000-1 | 413 (400-1) | 2000-1¼ | 413 (400-1¼) |
| CIRCLING | 2120-1 | 484 (500-1) | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

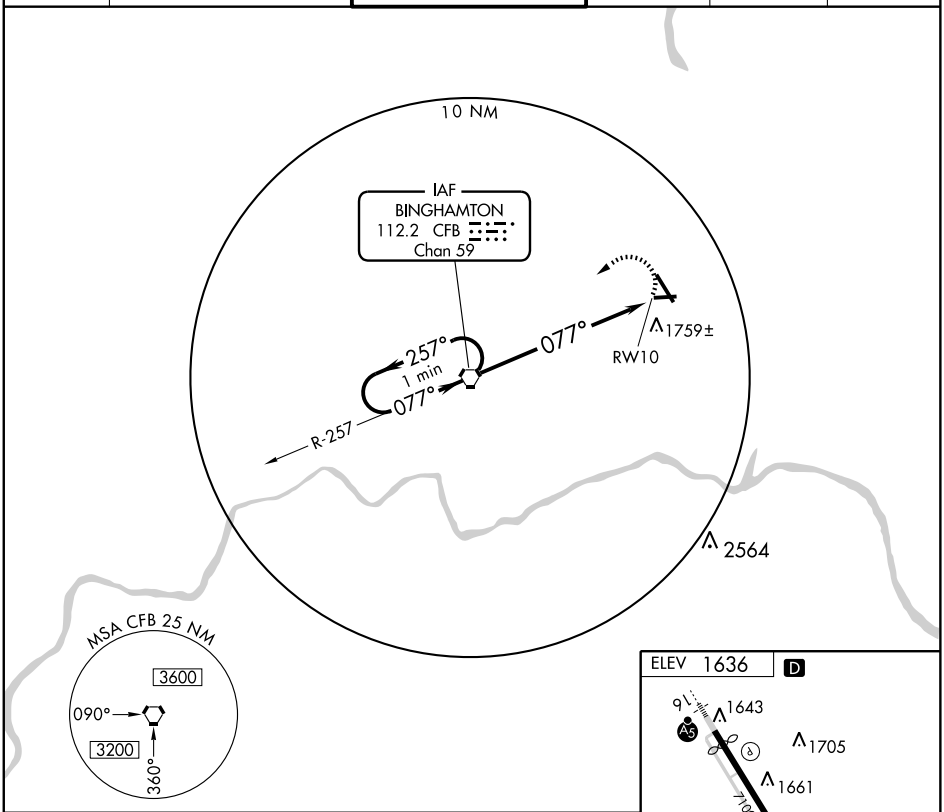
| VORTAC CFB 112.2 Chan 59 | APP CRS 077° | Rwy Idg 5001 TDZE 1591 Apt Elev 1636 |
|---|---|---|

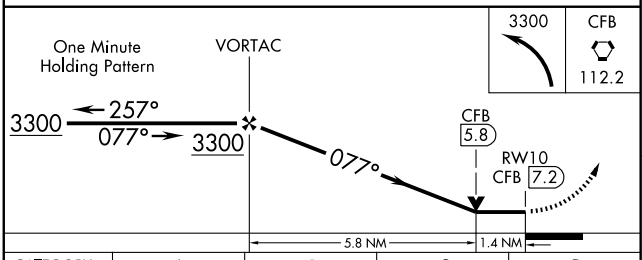
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

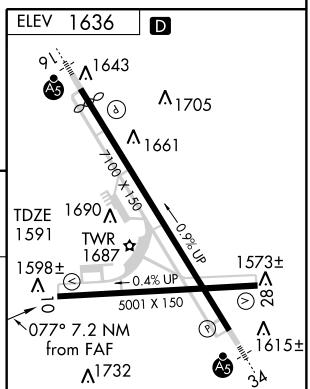
# VOR or GPS RWY 10

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 2080-1 | 489 (500-1) | 2080-1¼ 489 (500-1¼) | 2080-1½ 489 (500-1½) |
| CIRCLING | 2100-1 | 464 (500-1) | 2100-1½ 464 (500-1½) | 2200-2 564 (600-2) |

FAF to MAP 7.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:12 | 4:48 | 3:36 | 2:53 | 2:24 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 282° | TDZE | 666 |
| | Apt Elev | 666 |

# RNAV (GPS) RWY 28

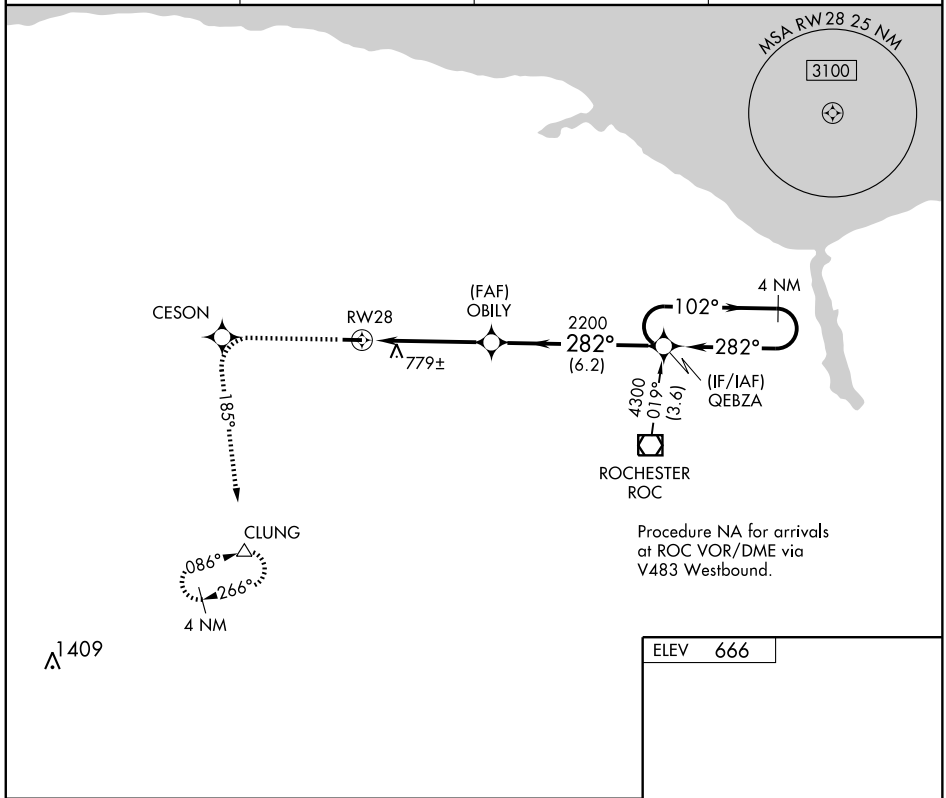
BROCKPORT / LEDGEDALE AIRPARK (7G0)

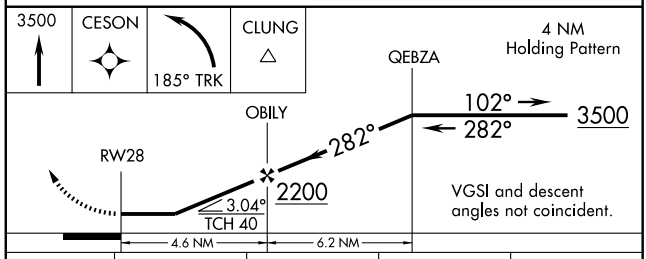
DME/DME RNP-0.3 NA.
Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

| ROCHESTER ASOS | ROCHESTER APP CON | CTAF | UNICOM |
|---|---|---|---|
| 124.825 | 123.7 322.3 | 123.0 L | 122.7 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 414 (500-1) | 1080-1¼ | 414 (500-1¼) |
| CIRCLING | 1160-1 | 494 (500-1) | 1160-1½ 494 (500-1½) | 1220-2 554 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 2668 |
|---|---|---|
| 239° | TDZE | 670 |
| | Apt Elev | 670 |

# RNAV (GPS) RWY 24

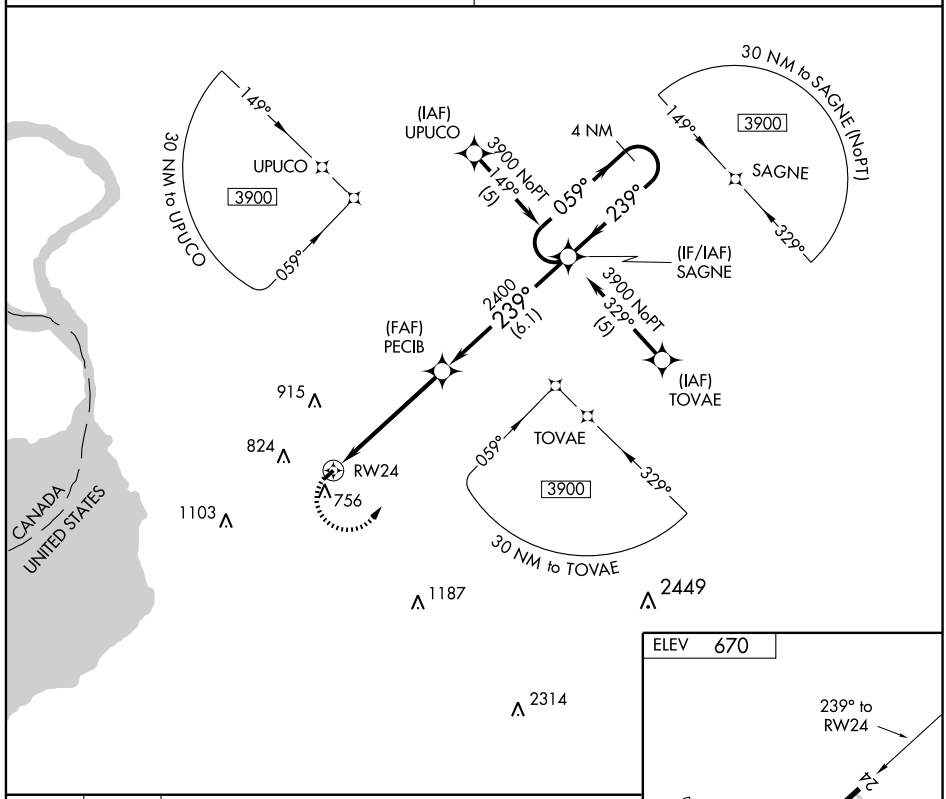
BUFFALO AIRFIELD (9G∅)

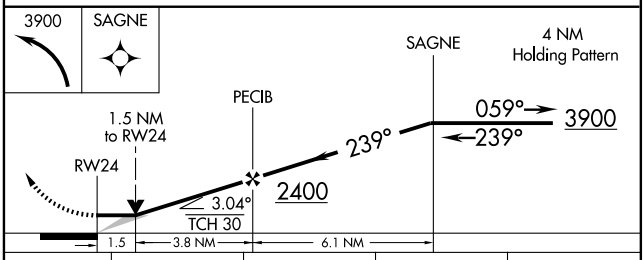
Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

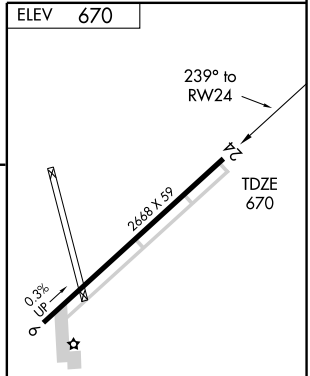
NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1180-1 | 510 (600-1) | 1180-1½ 510 (600-1½) | NA |
| CIRCLING | 1180-1 | 510 (600-1) | 1180-1½ 510 (600-1½) | NA |

MIRL Rwy 6-24 L

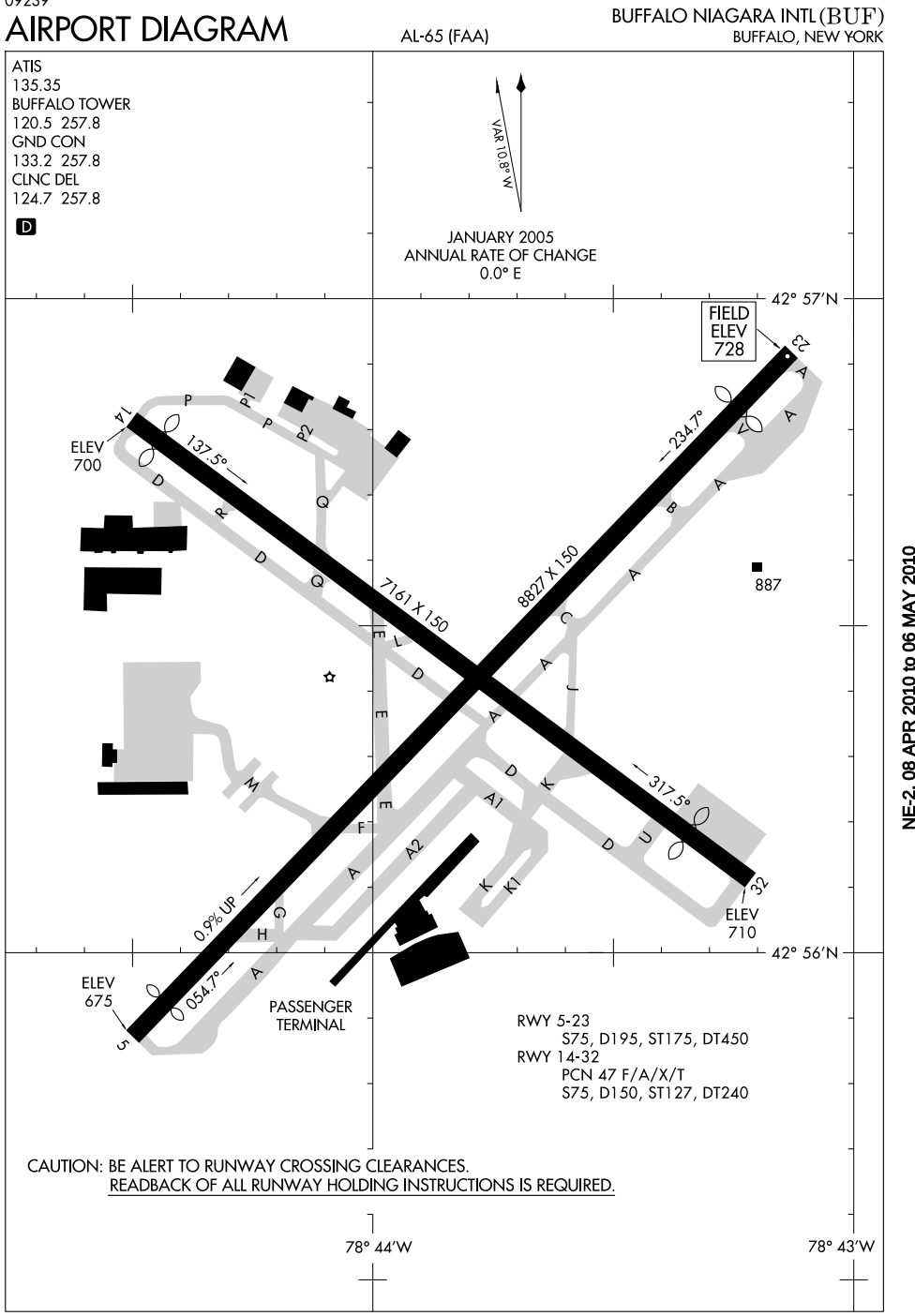
NE-2. 08 APR 2010 to 06 MAY 2010

09239

# AIRPORT DIAGRAM

AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

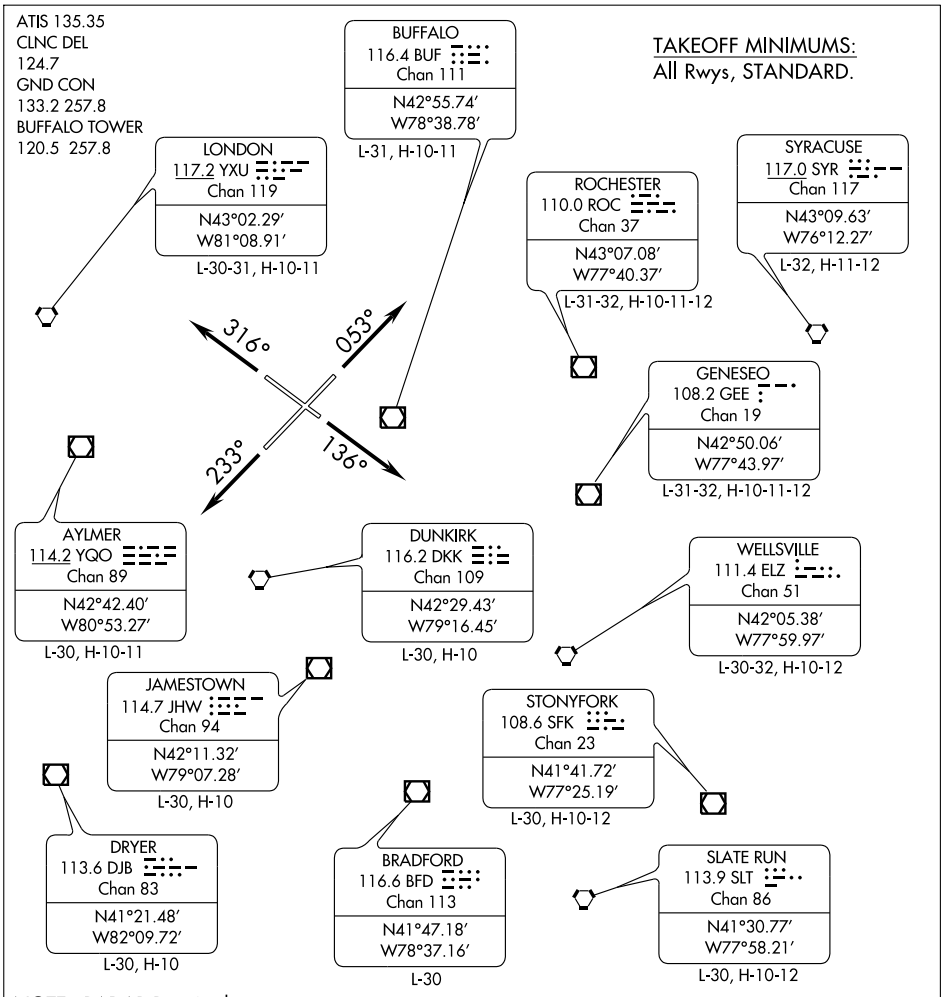



NE-2, 08 APR 2010 to 06 MAY 2010

# BUFFALO THREE DEPARTURE

SL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK




NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

NE-2, 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .Expect vectors to filed route or depicted fix. Maintain 10,000′ or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

## TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648′ from DER, 662′ left of centerline, 65′ AGL/751′ MSL.
Trees beginning 697′ from DER, 385′ right of centerline, up to 100′ AGL/787′ MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6′ from DER, 290′ left of centerline, up to 40′ AGL/721′ MSL.
Tree 3317′ from DER, 916′ right of centerline, 68′ AGL/759′ MSL.

Rwy 32: Multiple Trees and a Bush beginning 141′ from DER, 66′ left of centerline, up to 67′ AGL/756′ MSL.
Multiple Trees beginning 43′ from DER, 90′ right of centerline, up to 66′ AGL/752′ MSL.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-BNQ | APP CRS | Rwy Idg | 6121 |
|---|---|---|---|
| 109.95 | 316° | TDZE | 714 |
| Chan 36 (Y) | | Apt Elev | 728 |

# ILS or LOC/DME RWY 32

BUFFALO NIAGARA INTL (BUF)

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |

DME REQUIRED

MSA GB 25 NM
2800
090° 270°
3200 3900
360°

MISSED APCH FIX
WELLA
BUF 23.1
116.4
BUF
R-267
Chan 111
087°
267°
DKK
R-020

DUNKIRK
116.2 DKK
Chan 109

ALTERNATE MISSED APCH FIX
053° R-053
233°
LODIY
116.2 DKK
Chan 109 DKK 25

LOCALIZER 109.95
I-BNQ
Chan 36 (Y)

10 NM

Procedure NA for arrivals at GEE VOR/DME on airway radials 263 CW 314

IAF
GENESEO
108.2 GEE
Chan 19

1054 864 862 1023
WUDUB
I-BNQ 3.7
PLAZZ
204 GB
915 844±
DEPEW
I-BNQ 5.9
2300
316°
(6)
KATEC
GEE 33.1
136°
min
316°
R-279
3500 NoPT
to ELMMA
279°
(35.1)
(IF/IAF)
ELMMA
I-BNQ 11.9
1353
3500
065°
(38.8)
136°
2806

ELEV 728 D

745± 819
754 820
887
779
731±
694
7161 X 150
8827 X 150
TDZE
714
0.9% UP
316° 4.8 NM
to RW32

1200 3000 HDG 245°
BUF
R-267
116.4
WELLA
DEPEW
I-BNQ 5.9
ELMMA
I-BNQ 11.9
One Minute Holding Pattern
I-BNQ 2.2
I-BNQ 1.2
WUDUB
I-BNQ 3.7
2300
316°
136°
316°
3500
GS 3.00°
TCH 54
1560
2300
Use I-BNQ DME when on Localizer course.
1.1 1.4 2.3 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 938-½ 224 (300-½) | | | |
| S-LOC 32 | 1100-½ 386 (400-½) | | | 1100-¾ 386 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-GBI | APP CRS | Rwy Idg | 7757 |
|---|---|---|---|
| 108.5 | 053° | TDZE | 706 |
| | | Apt Elev | 728 |

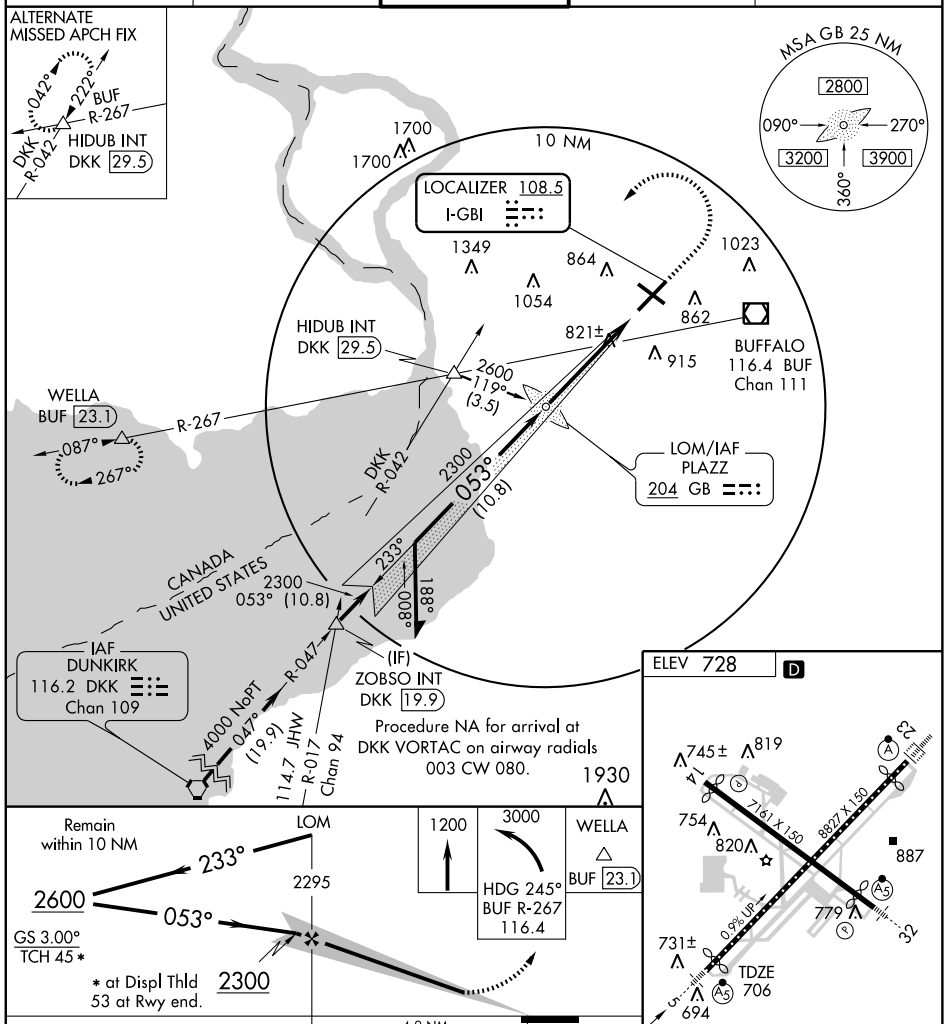
# ILS or LOC RWY 5

## BUFFALO NIAGARA INTL (BUF)

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 5 | 906/18 200 (200-½) | | | |
| S- LOC 5 | 1080/24 374 (400-½) | | | 1080/40 374 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-BUF | APP CRS | Rwy Idg | 8102 |
|---|---|---|---|
| 111.3 | 233° | TDZE | 728 |
| | | Apt Elev | 728 |

# ILS or LOC RWY 23

BUFFALO NIAGARA INTL (BUF)

For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |

MISSED APCH FIX

WELLA
BUF 23.1
116.4
BUF
R-267
Chan 111
087°
267°

10 NM

(IF)
TRAVA INT
GEE 38.9

188°
053°
800

R-301

LOCALIZER 111.3
I-BUF

2300
233°
(6.3)

3000 NoPT
301°
(12.4)

(IAF)
CORVU INT
GEE 26.5

R-268
110.0 ROC
Chan 37

6000
301° (26.5)

LOM/IAF
KLUMP
231 BU

794±
864
1023
1349
1054
862
915

GENESEO
108.2 GEE
Chan 19

3500 to LOM
049°
(41.2)

ALTERNATE
MISSED APCH FIX

DKK
R-053
053°
233°
LODIY
DKK 25

2449

DUNKIRK
116.2 DKK
Chan 109

MSA BU 25 NM

2700
090°
270°
3900

| 2300 | 3000 | Hdg 300° BUF R-267 116.4 | WELLA BUF 23.1 |
|---|---|---|---|

LOM
053°
2206
233°
2400
2300
Remain within 10 NM
GS 3.00°
TCH 51
4.4 NM

ELEV 728 D

233° 4.4 NM from FAF

745±
819
754
820
887
779
731±
694
7161 X 150
8827 X 150
0.9% UP
TDZE
728
14
32
5
23

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 928/18 200 (200-½) | | | |
| S-LOC 23 | 1060/24 332 (400-½) | | | 1060/40 332 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 7757 |
|---|---|---|---|
| CH 70311 | 053° | TDZE | 706 |
| W05A | | Apt Elev | 728 |

# RNAV (GPS) RWY 5

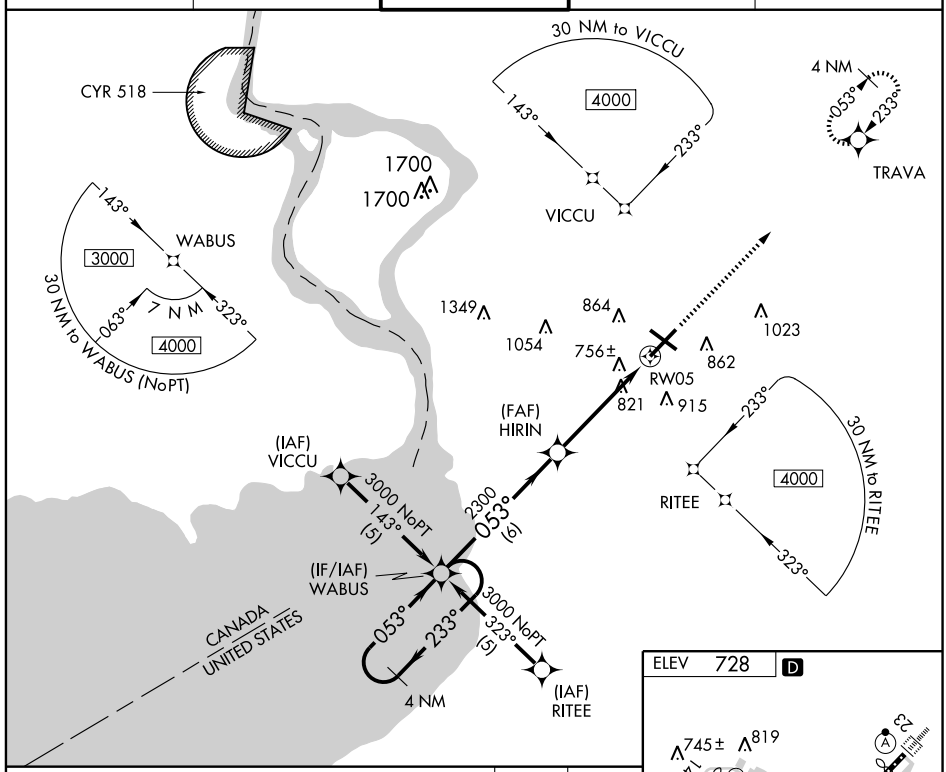
## BUFFALO NIAGARA INTL (BUF)

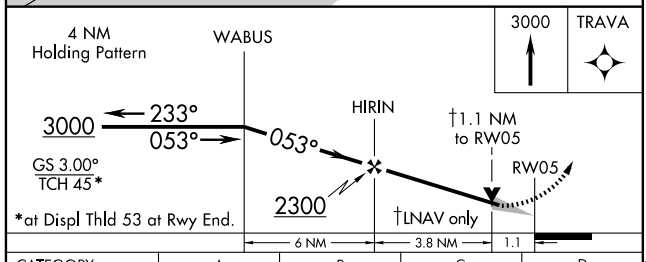
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

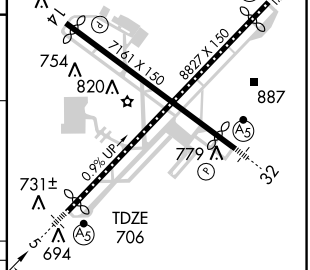
MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 973/24 267 (300-½) | | | |
| LNAV/VNAV DA | 1026/40 320 (400-¾) | | | |
| LNAV MDA | 1080/24 374 (400-½) | | | 1080/50 374 (400-1) |
| CIRCLING | 1200-1¼ 472 (500-1¼) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6121 |
|---|---|---|
| 136° | TDZE | 711 |
| | Apt Elev | 728 |

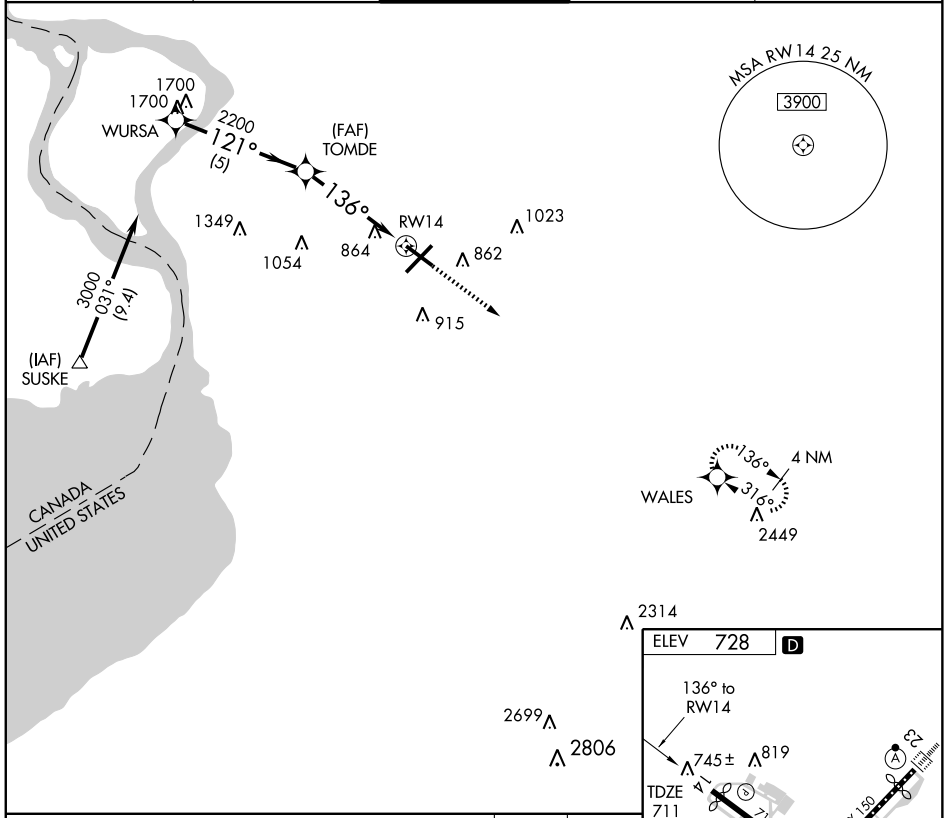
# RNAV (GPS) RWY 14
## BUFFALO NIAGARA INTL (BUF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
No Arrival at SUSKE on V2-43 westbound.

NA

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 409 (400-1) | 1120-1¼ | 409 (400-1¼) |
| CIRCLING | 1200-1 | 472 (500-1) | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |




NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 77511 W23A | APP CRS 233° | Rwy Idg 8102 / TDZE 728 / Apt Elev 728 |
|---|---|---|

# RNAV (GPS) RWY 23

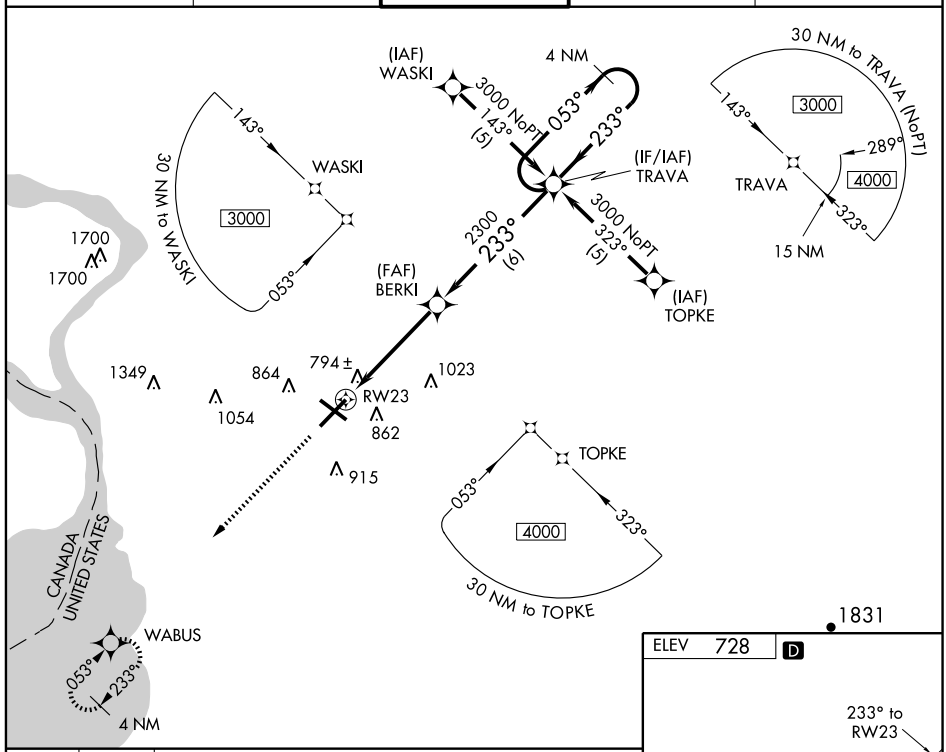
BUFFALO NIAGARA INTL (BUF)

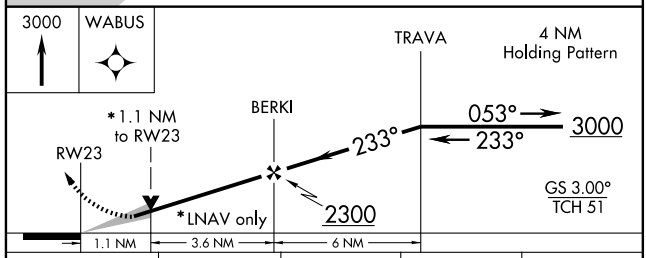
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative ALSF increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000.

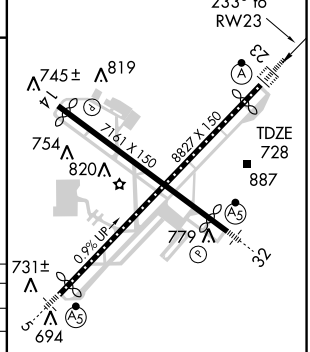
ALSF-2

MISSED APPROACH: Climb to 3000 direct WABUS and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 978/24 | 250 (300-½) | |
| LNAV/VNAV DA | | 1099/40 | 371 (400-¾) | |
| LNAV MDA | 1140/24 412 (500-½) | | 1140/40 412 (500-¾) | 1140/50 412 (500-1) |
| CIRCLING | 1200-1¼ 472 (500-1¼) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 81811 W32A | APP CRS 316° | Rwy Idg 6121 / TDZE 714 / Apt Elev 728 |
|---|---|---|

# RNAV (GPS) RWY 32

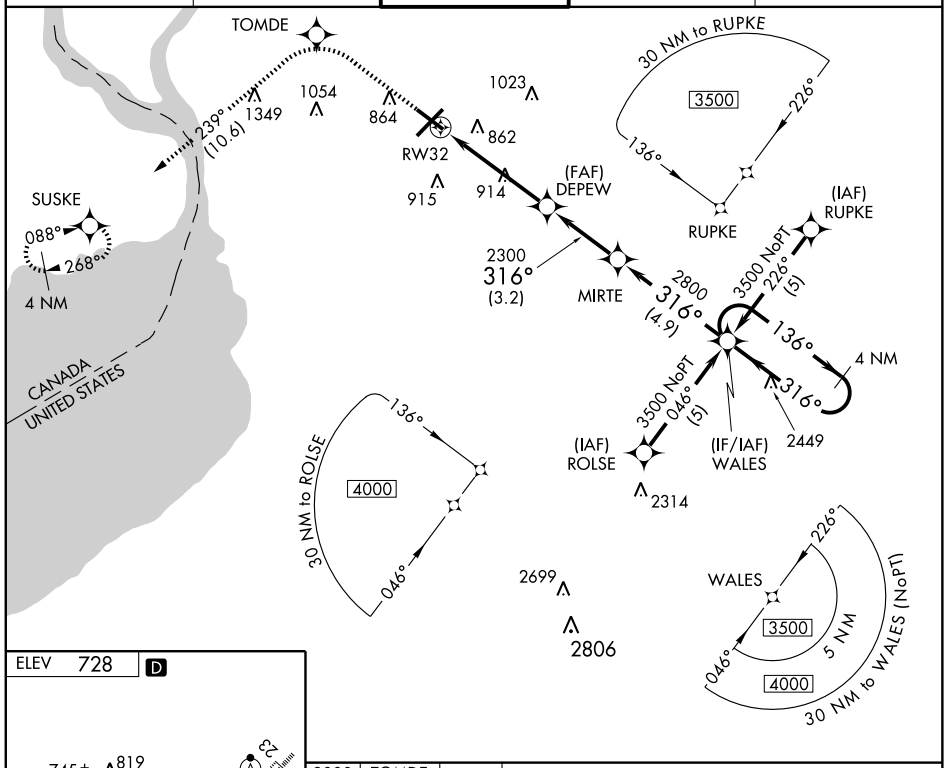
## BUFFALO NIAGARA INTL (BUF)

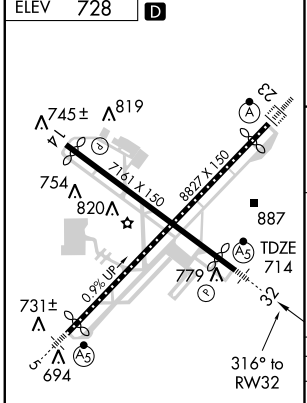
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR

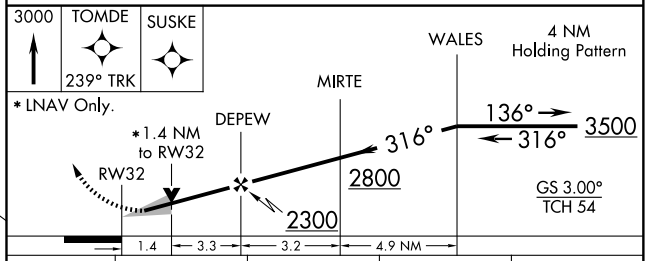
MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1003-½ 289 (300-½) | | | |
| LNAV/VNAV DA | 1146-1 432 (500-1) | | | |
| LNAV MDA | 1220-½ 506 (500-½) | | 1220-1 506 (500-1) | |
| CIRCLING | 1220-1½ 492 (500-1½) | | | 1280-2 552 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 135° | TDZE | 814 |
| | Apt Elev | 814 |

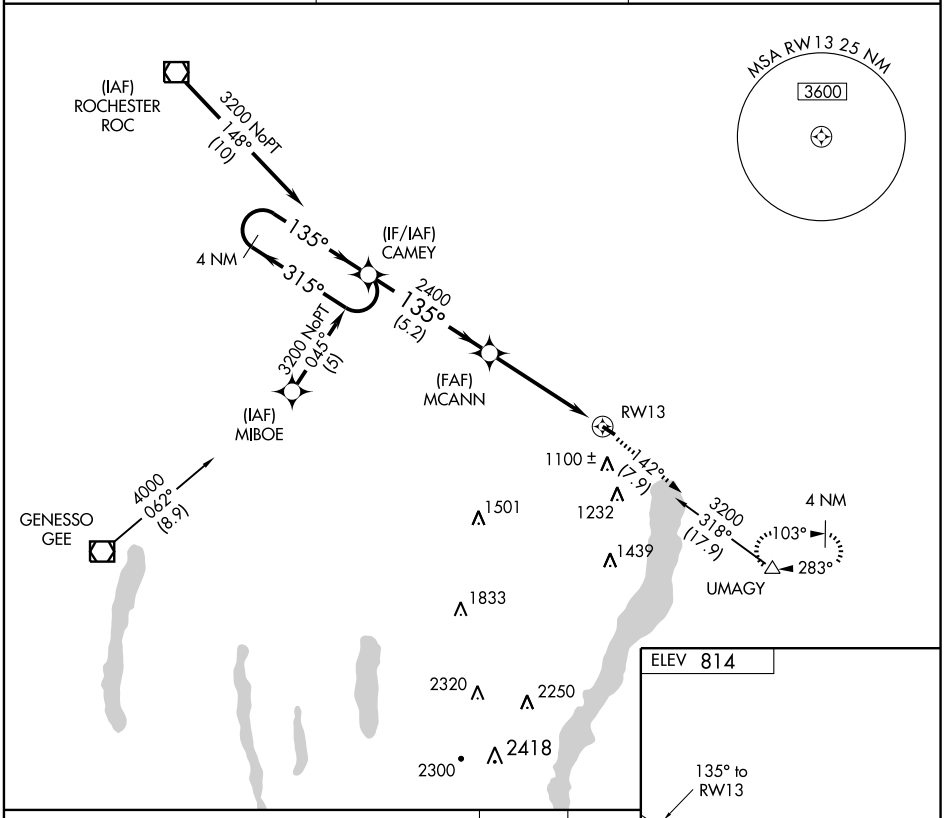
# RNAV (GPS) RWY 13
## CANANDAIGUA (D38)

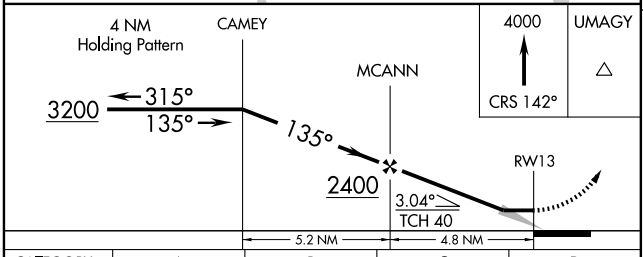
Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP 0.3 NA.

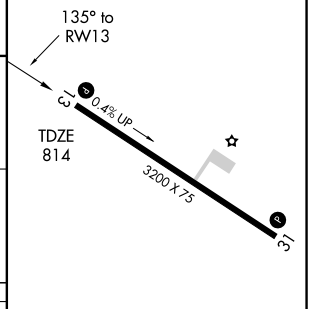
NA

MISSED APPROACH: Climb to 4000 via 142° course to UMAGY WP and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 546 (600-1) | 1360-1½ 546 (600-1½) | NA |
| CIRCLING | 1540-1 | 726 (800-1) | 1540-2 726 (800-2) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 085° | TDZE | N/A |
| Chan 19 | | Apt Elev | 814 |

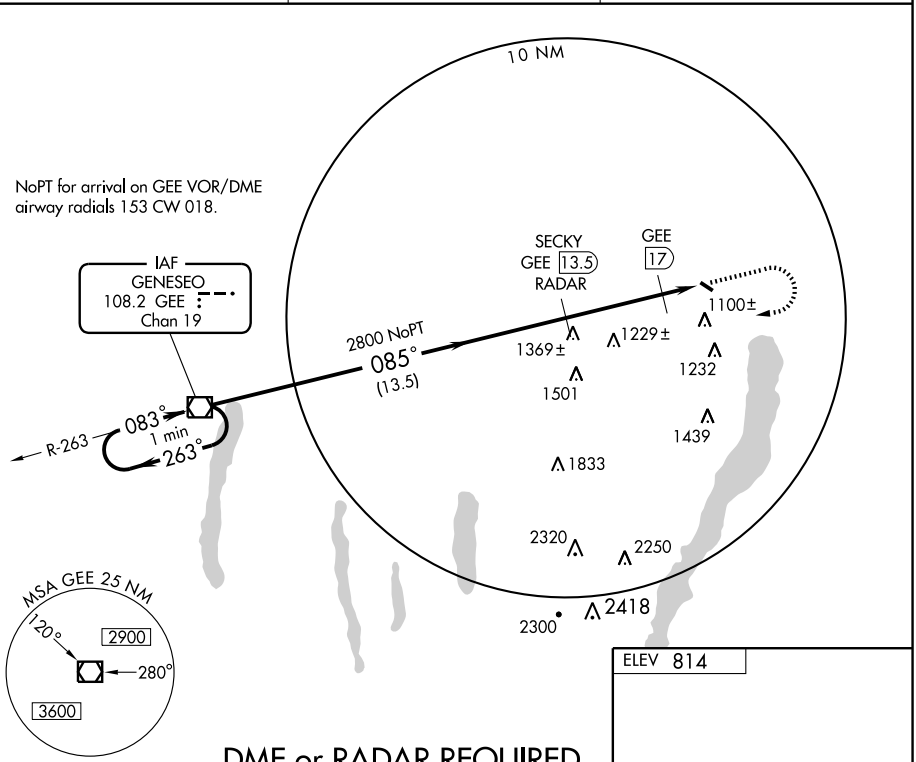
# VOR-A
## CANANDAIGUA (D38)

NA

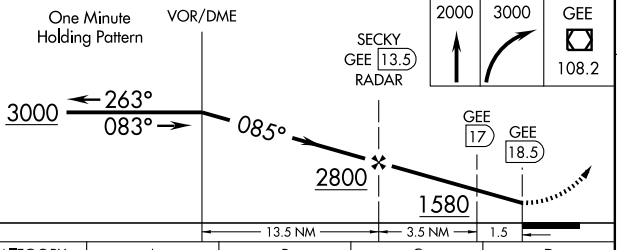
Use Greater Rochester Intl altimeter setting.

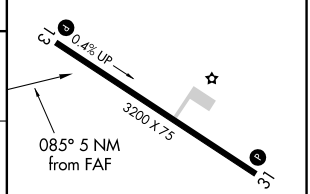
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |




## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 766 (800-1) | 1580-1¼ 766 (800-1¼) | 1580-2¼ 766 (800-2¼) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

| DME MINIMUMS | | | |
|---|---|---|---|
| CIRCLING | 1540-1 726 (800-1) | 1540-2 726 (800-2) | NA |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 059° | TDZE | 1198 |
| | Apt Elev | 1198 |

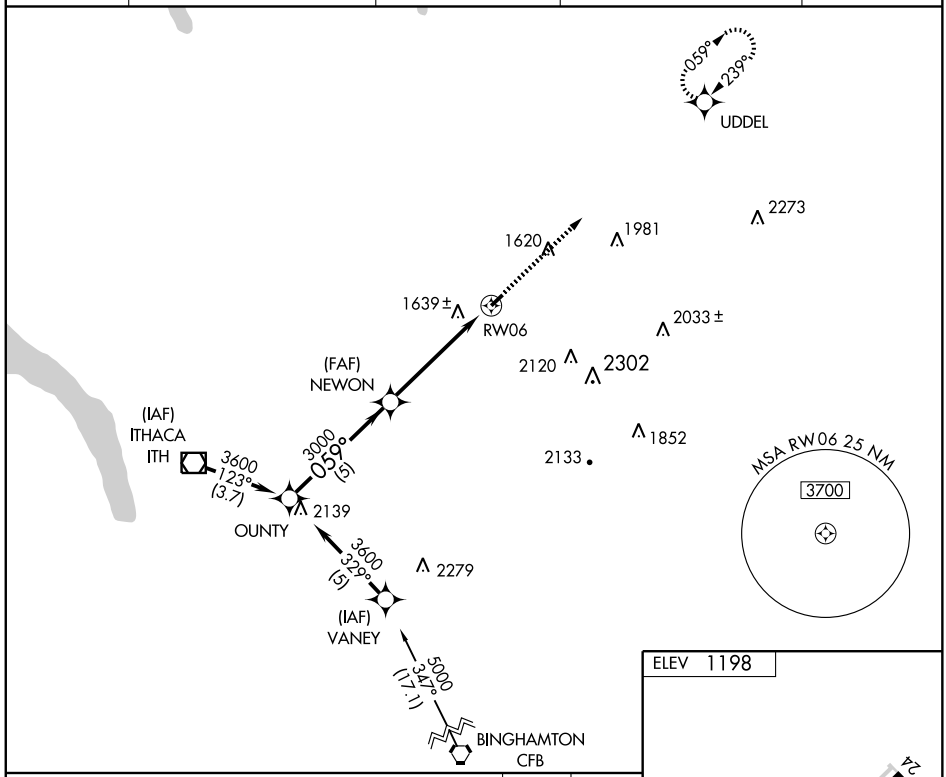
# GPS RWY 6

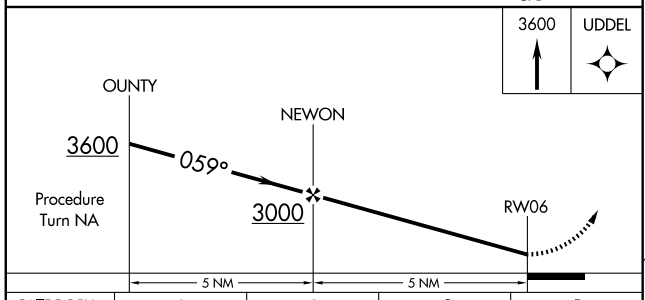
## CORTLAND COUNTY-CHASE FIELD (NØ3)

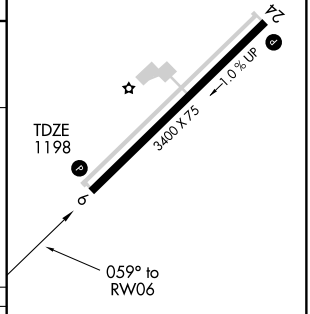
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 | 124.3 257.8 (W) | 126.125 269.125 (N-NE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1900-1 | 702 (800-1) | 1900-2<br>702 (800-2) | NA |
| CIRCLING | 1940-1<br>742 (800-1) | 1940-1¼<br>742 (800-1¼) | 1980-2¼<br>782 (800-2¼) | NA |

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 239° | TDZE | 1192 |
| | Apt Elev | 1198 |

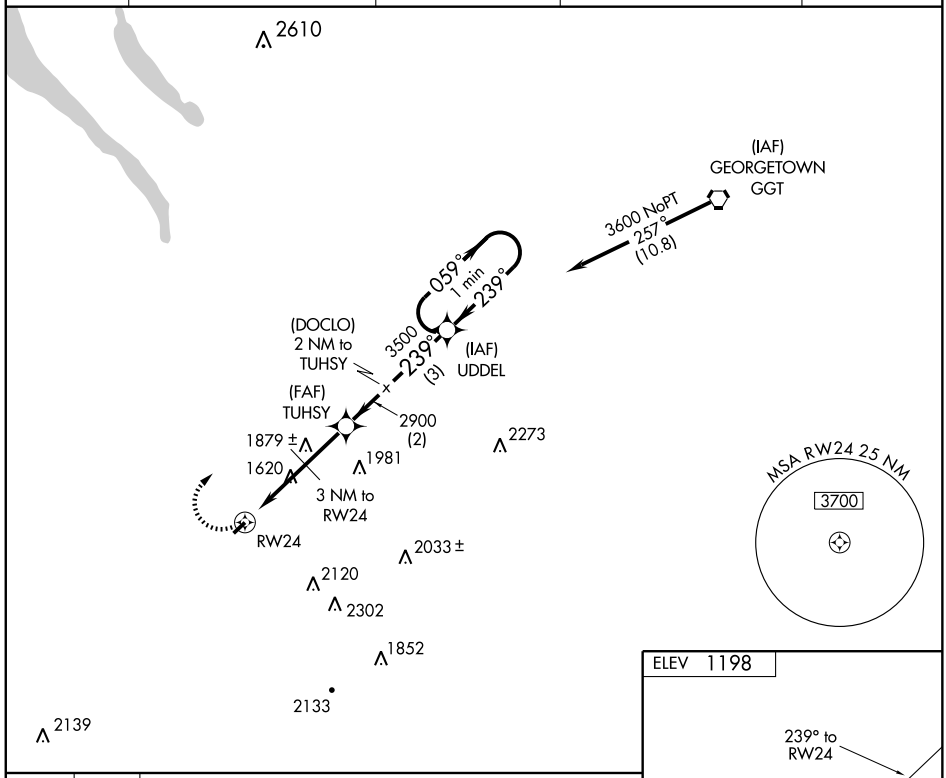
# GPS RWY 24

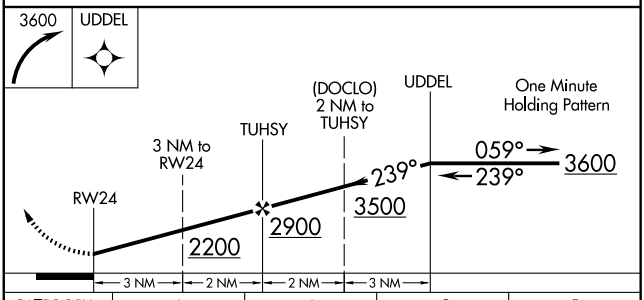
## CORTLAND COUNTY-CHASE FIELD (NØ3)

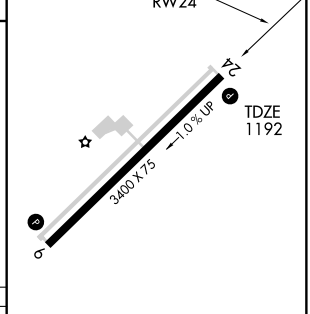
NA

MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 | 124.3 257.8 (W) | 126.125 269.125 (N-NE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1880-1 | 688 (700-1) | 1880-2<br>688 (700-2) | NA |
| CIRCLING | 1940-1<br>742 (800-1) | 1940-1¼<br>742 (800-1¼) | 1980-2¼<br>782 (800-2¼) | NA |

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC CFB 112.2 Chan 59 | APP CRS 002° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1198 |
|---|---|---|

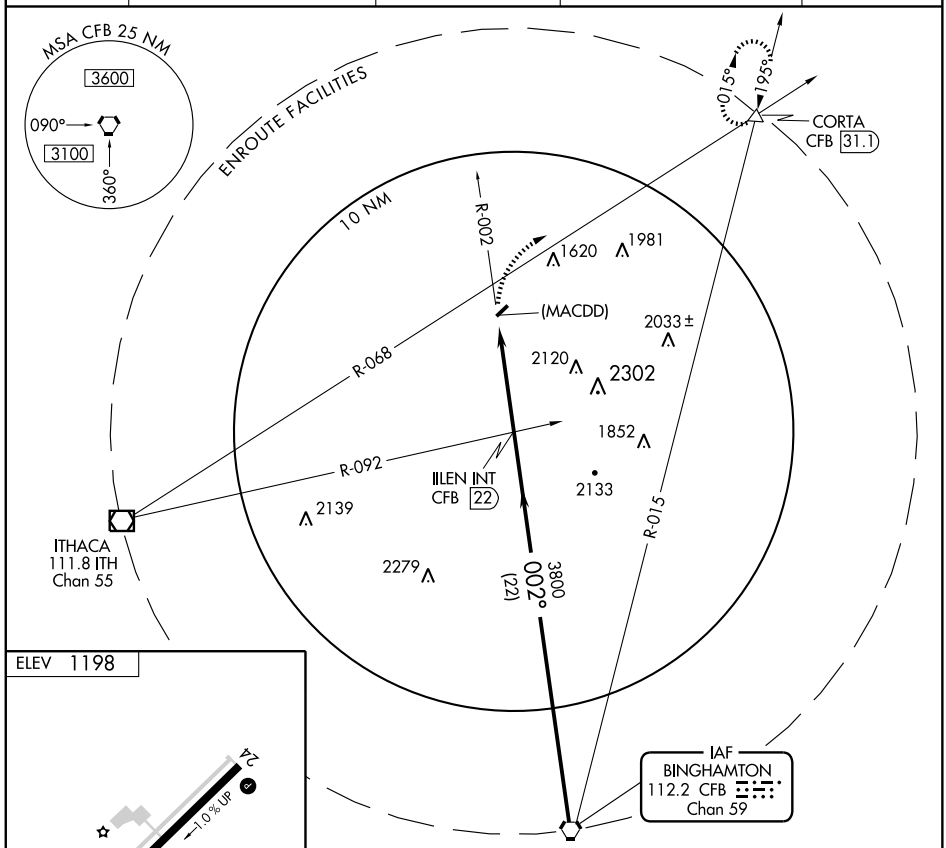
# VOR or GPS-A

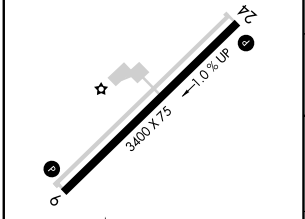
## CORTLAND COUNTY-CHASE FIELD (NØ3)

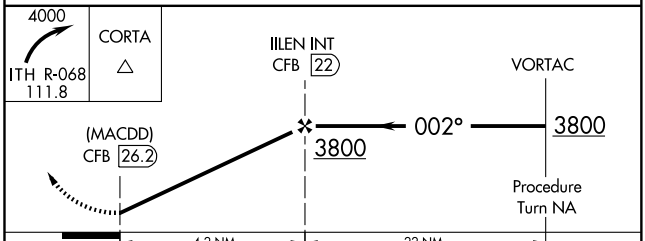
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 | 124.3 257.8 (W) | 126.125 269.125 (N-NE) | 122.8 (CTAF) |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2280-1¼<br>1082 (1100-1¼) | 2280-1½<br>1082 (1100-1½) | 2280-3<br>1082 (1100-3) | NA |

NE-2. 08 APR 2010 to 06 MAY 2010

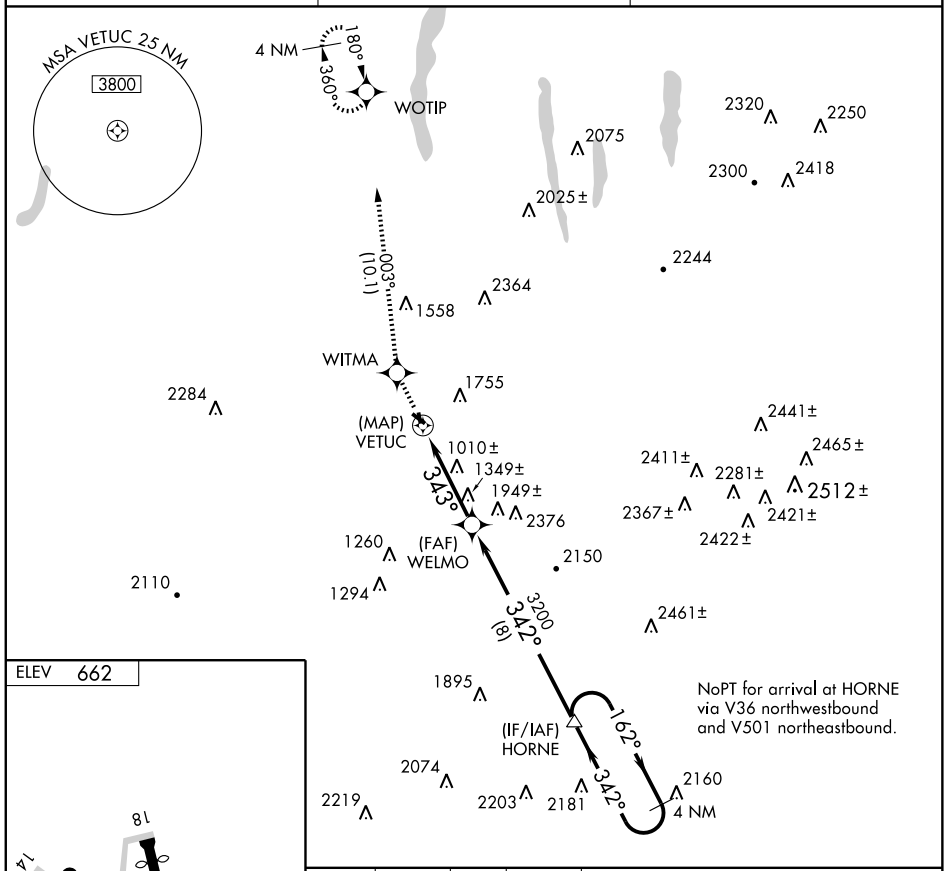
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 343° | TDZE | N/A |
| | Apt Elev | 662 |

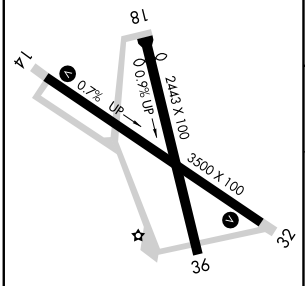
# RNAV (GPS) - A
## DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

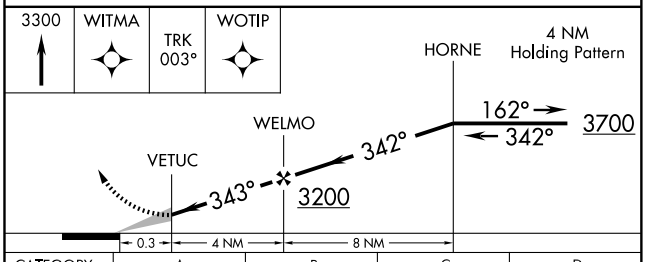
MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |




MIRL Rwys 14-32 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1¼<br>1298 (1300-1¼) | 2120-1½<br>1458 (1500-1½) | 2120-3<br>1458 (1500-3) | NA |

NE-2. 08 APR 2010 to 06 MAY 2010

DANSVILLE, NEW YORK

AL-595 (FAA)

# RNAV (GPS) RWY 14

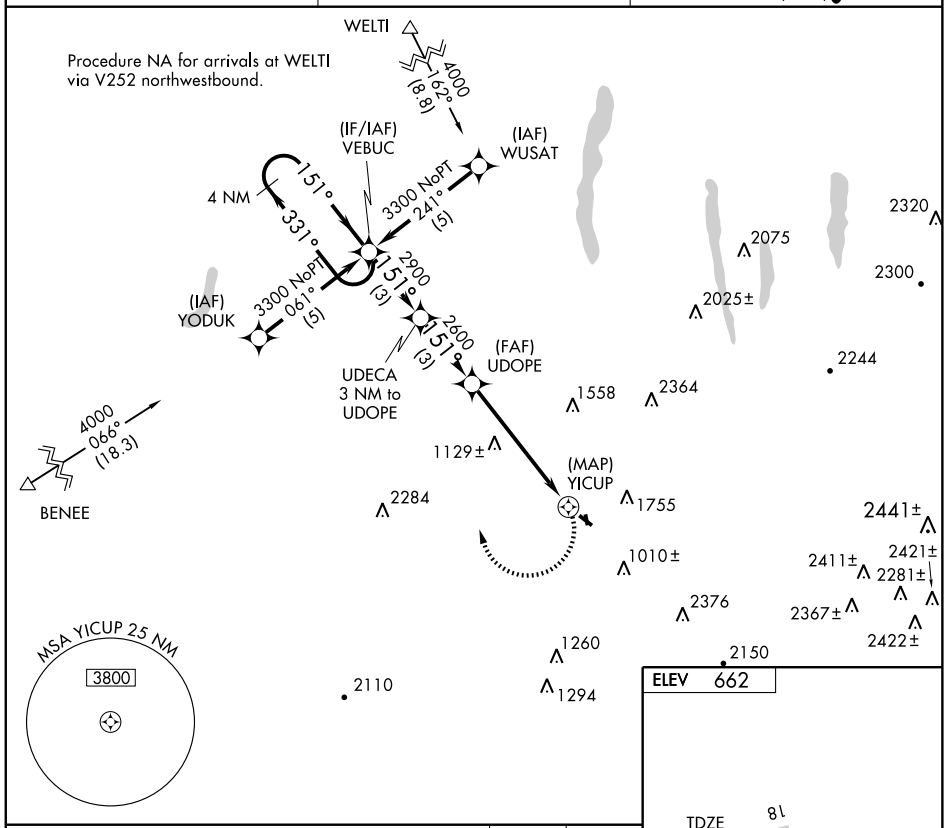
DANSVILLE MUNI (DSV)

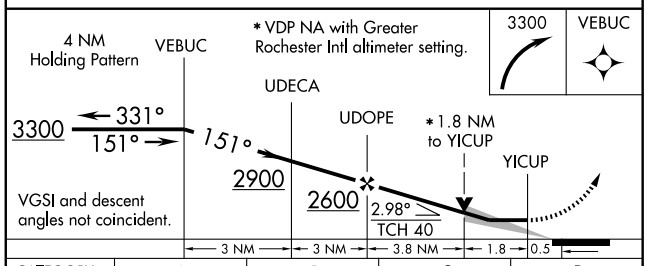
| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 151° | TDZE | 635 |
| | Apt Elev | 662 |

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

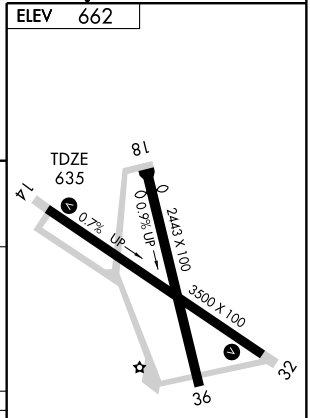
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1<br>765 (800-1) | 1400-1¼<br>765 (800-1¼) | 1400-2¼<br>765 (800-2¼) | NA |
| CIRCLING | 1960-1¼<br>1298 (1300-1¼) | 2120-1½<br>1458 (1500-1½) | 2120-3<br>1458 (1500-3) | NA |




MIRL Rwys 14-32 and 18-36 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 2278 |
|---|---|---|
| 180° | TDZE | 657 |
| | Apt Elev | 662 |

# RNAV (GPS) RWY 18
## DANSVILLE MUNI (DSV)

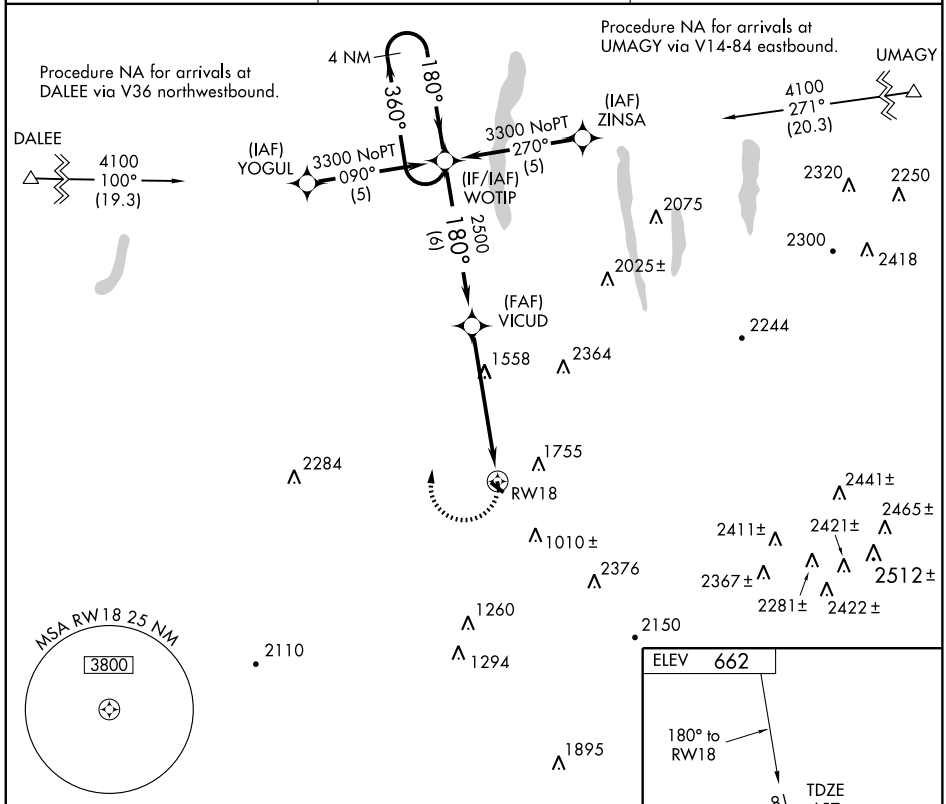
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

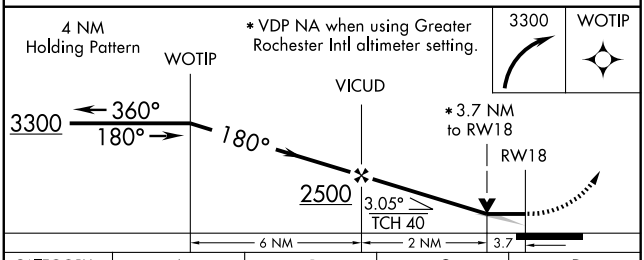
MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

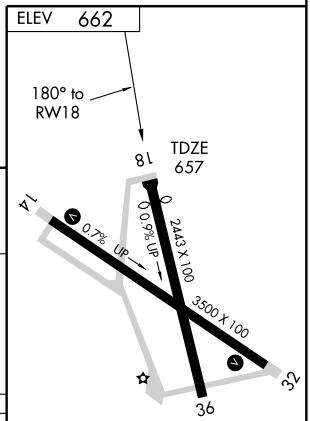
| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |

Procedure NA for arrivals at DALEE via V36 northwestbound.

Procedure NA for arrivals at UMAGY via V14-84 eastbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1¼ 1203 (1200-1¼) | 1860-1½ 1203 (1200-1½) | 1860-3 1203 (1200-3) | NA |
| CIRCLING | 1960-1¼ 1298 (1300-1¼) | 2120-1½ 1458 (1500-1½) | 2120-3 1458 (1500-3) | NA |

MIRL Rwys 14-32 and 18-36 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 056° | TDZE | 676 |
| | Apt Elev | 693 |

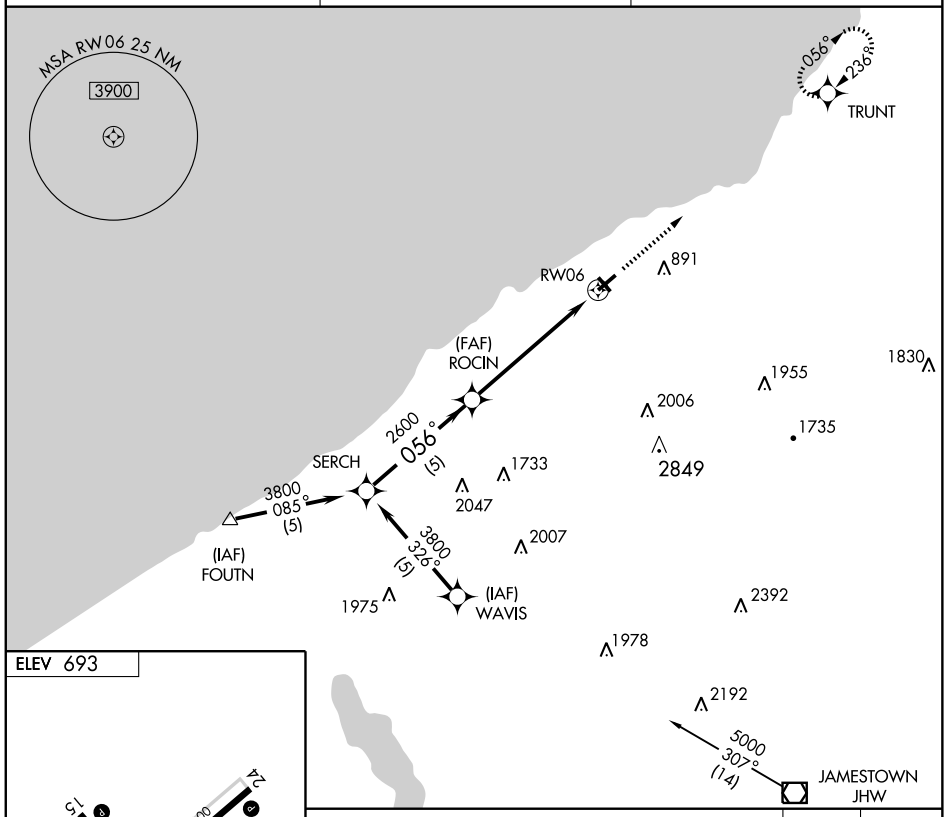
# GPS RWY 6

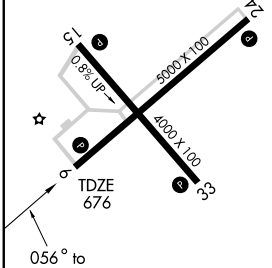
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

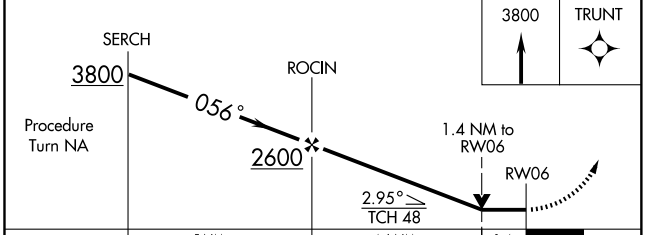
T A NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1160-1 484 (500-1) | | 1160-1¼ 484 (500-1¼) | 1160-1½ 484 (500-1½) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 236° | TDZE | 676 |
| | Apt Elev | 693 |

# GPS RWY 24

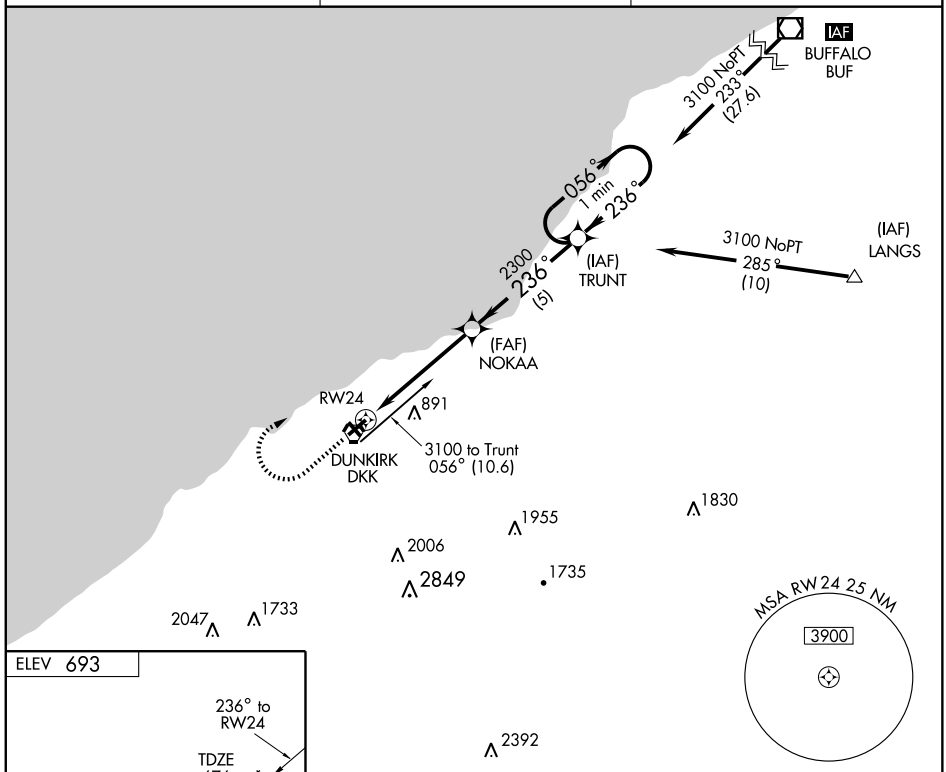
## DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

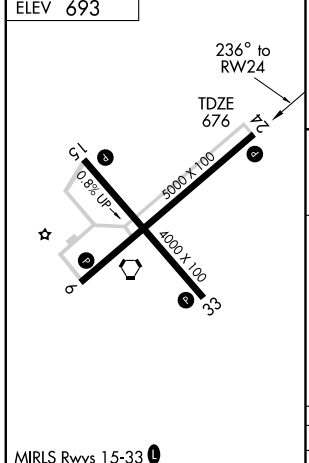
T
NA

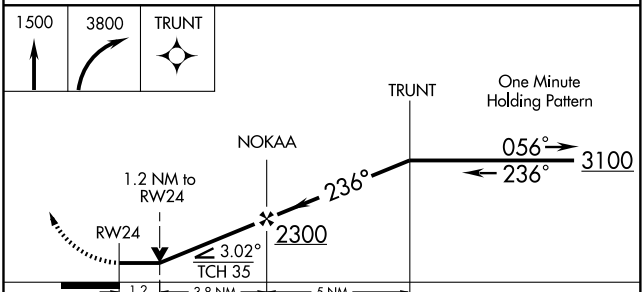
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1080-1 | 404 (400-1) | 1080-1¼ | 404 (400-1¼) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 326° | TDZE | 693 |
| | Apt Elev | 693 |

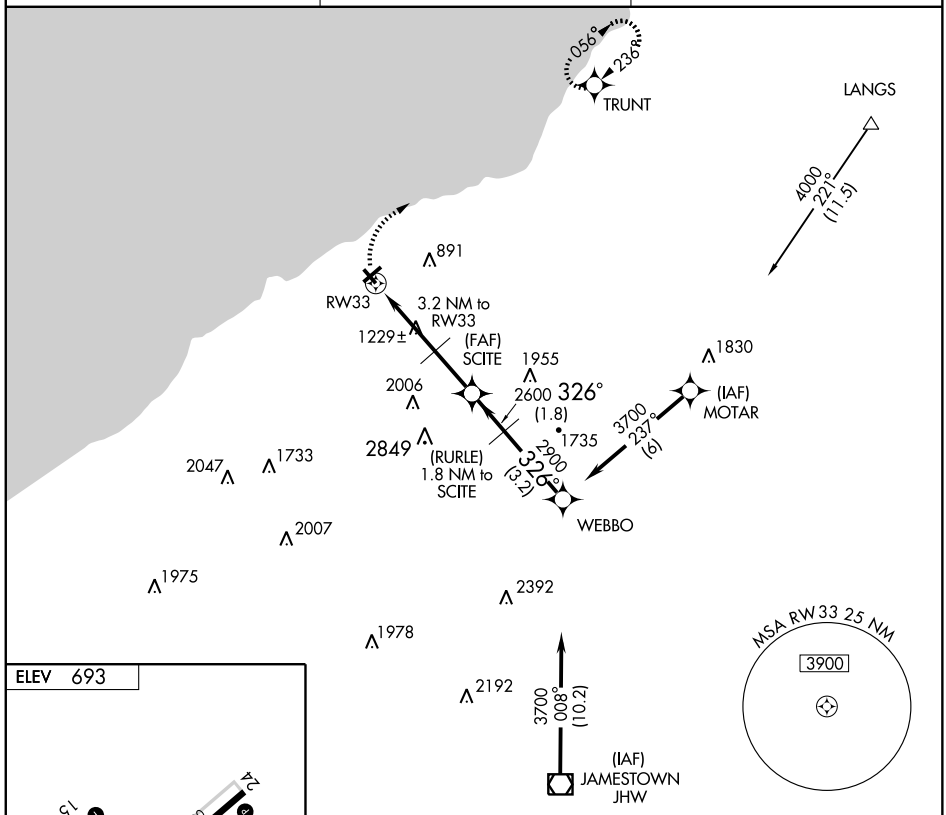
# GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

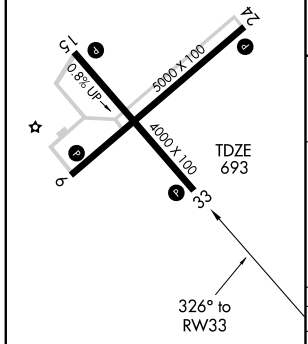
T
NA

MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

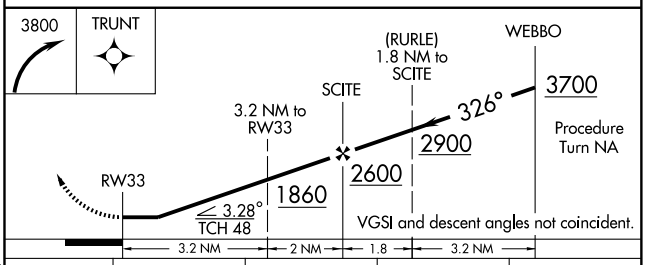
| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




ELEV 693




MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1480-1<br>787 (800-1) | 1480-1¼<br>787 (800-1¼) | 1480-2¼<br>787 (800-2¼) | 1480-2½<br>787 (800-2½) |
| CIRCLING | 1480-1<br>787 (800-1) | 1480-1¼<br>787 (800-1¼) | 1480-2¼<br>787 (800-2¼) | 1540-2¾<br>847 (900-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC DKK | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 116.2 | 070° | TDZE | 676 |
| Chan 109 | | Apt Elev | 693 |

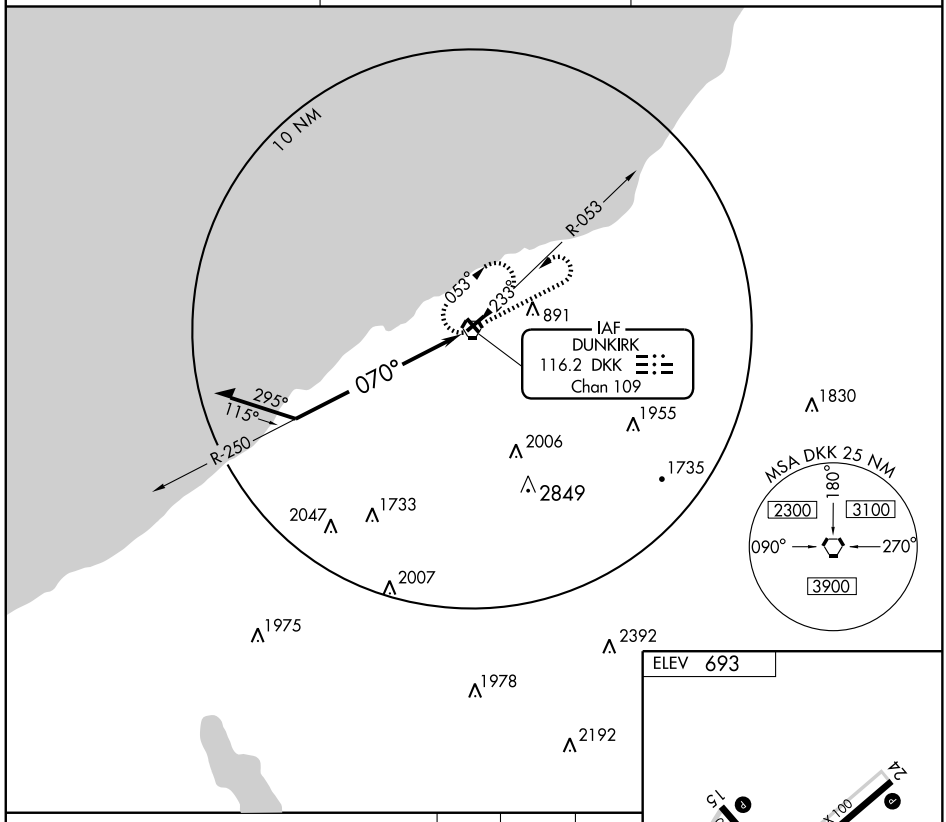
# VOR RWY 6

## DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

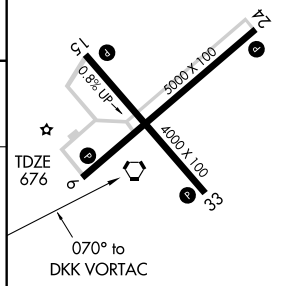
T
A

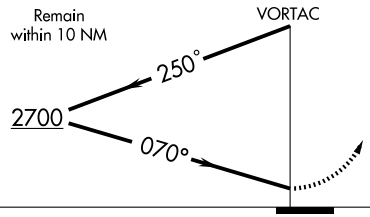
MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




ELEV 693




| 2000 | 2700 | DKK 116.2 |
|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1320-1 | 644 (700-1) | 1320-1¾ 644 (700-1¾) | 1320-2 644 (700-2) |
| CIRCLING | 1320-1 | 627 (700-1) | 1320-1¾ 627 (700-1¾) | 1540-2¾ 847 (900-2¾) |

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

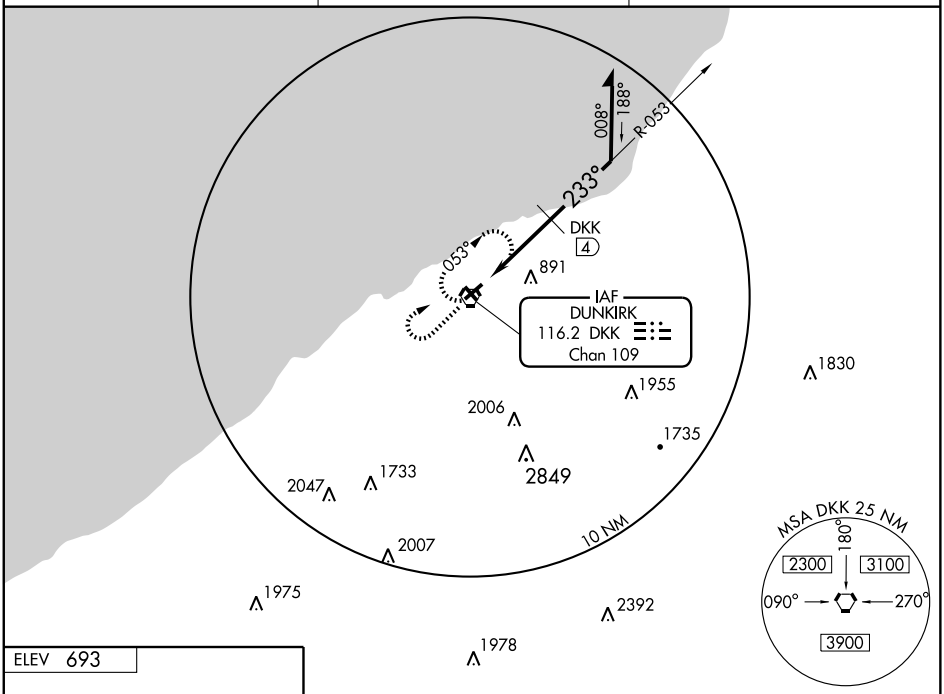
| VORTAC DKK | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 116.2 | 233° | TDZE | 676 |
| Chan 109 | | Apt Elev | 693 |

# VOR RWY 24

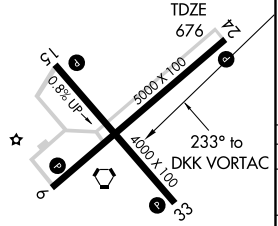
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |

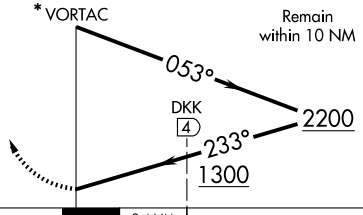



ELEV 693




MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

| 2000 | 2700 | DKK |
|---|---|---|
| | | 116.2 |




*Maintain 2700 or above until established outbound for Procedure Turn.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1300-1 624 (700-1) | | 1300-1¾ 624 (700-1¾) | 1300-2 624 (700-2) |
| CIRCLING | 1300-1 607 (700-1) | | 1300-1¾ 607 (700-1¾) | 1540-2¾ 847 (900-2¾) |
| DME MINIMUMS | | | | |
| S-24 | 1140-1 464 (500-1) | | 1140-1¼ 464 (500-1¼) | 1140-1½ 464 (500-1½) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4255 |
|---|---|---|
| 282° | TDZE | 46 |
| | Apt Elev | 55 |

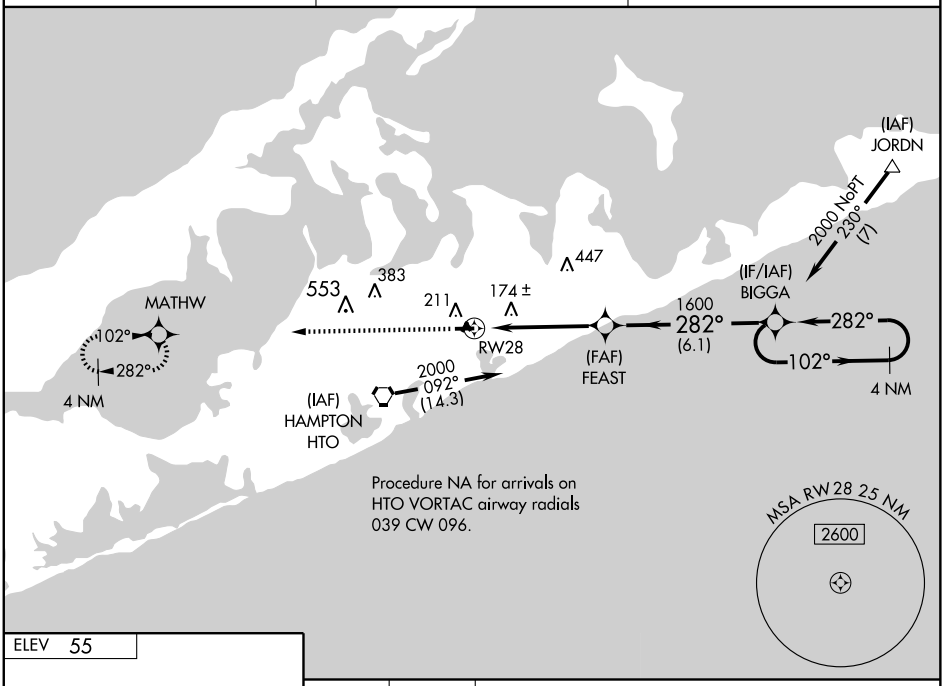
# RNAV (GPS) RWY 28
## EAST HAMPTON (HTO)

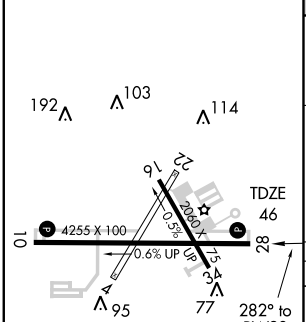
T
NA

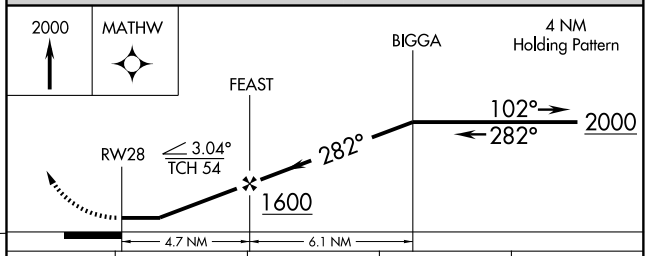
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 394 (400-1) | | | 440-1¼ 394 (400-1¼) |
| CIRCLING | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 480-1 434 (500-1) | | 480-1¼ 434 (500-1¼) | 480-1½ 434 (500-1½) |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4255 |
|---|---|---|
| 102° | TDZE | 55 |
| | Apt Elev | 55 |

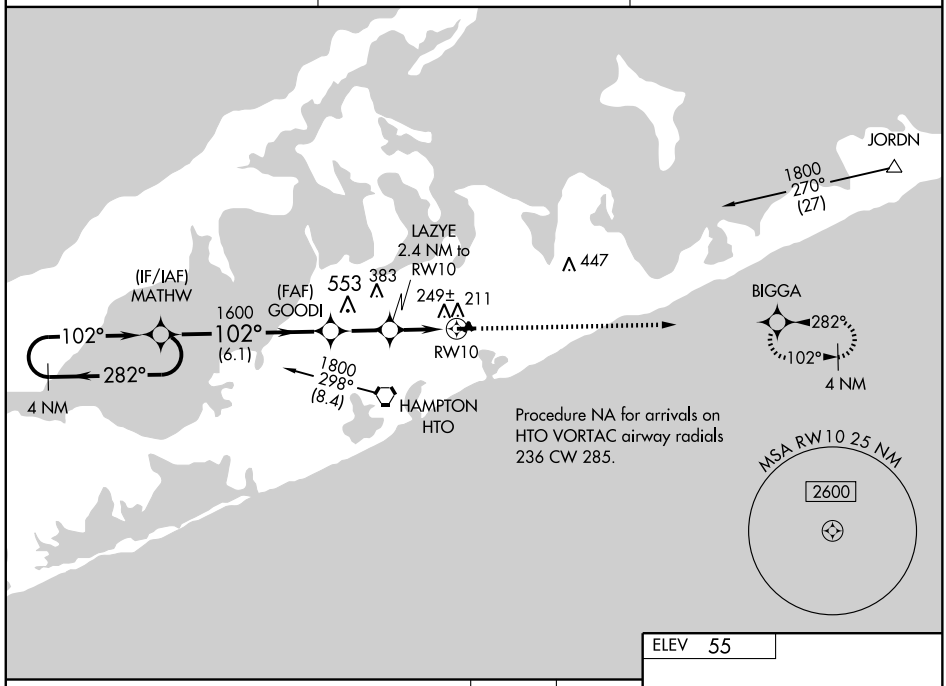
# RNAV (GPS) Y RWY 10
## EAST HAMPTON (HTO)

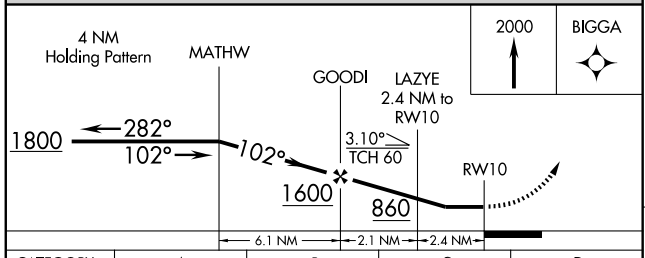
T
NA

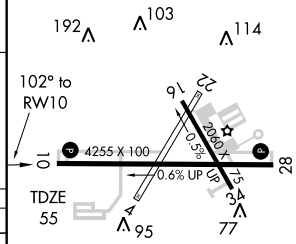
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 445 (500-1) | | 500-1¼ 445 (500-1¼) | 500-1½ 445 (500-1½) |
| CIRCLING | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 08 APR 2010 to 06 MAY 2010

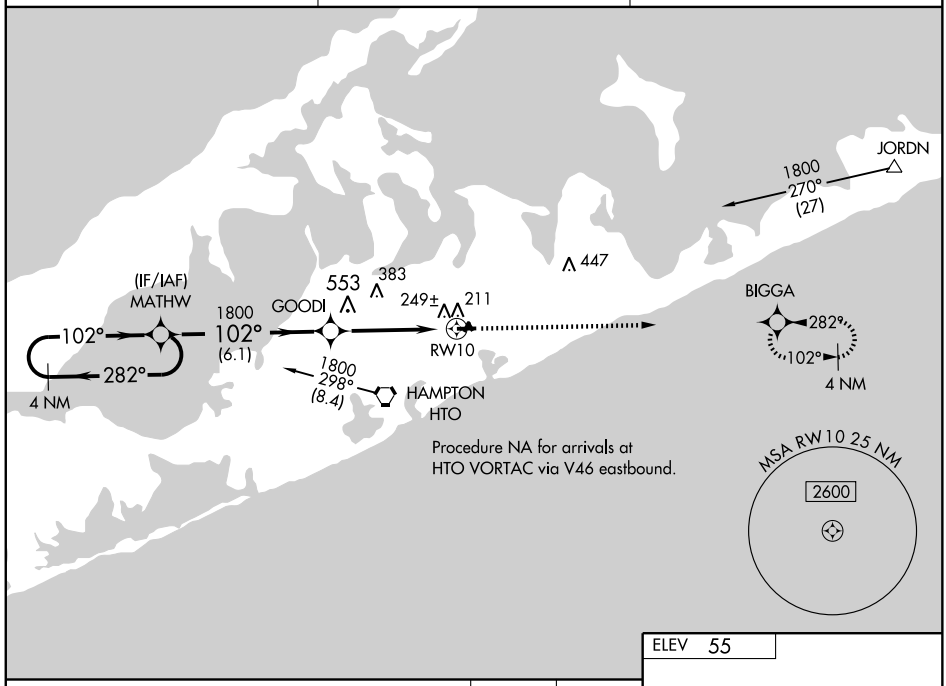
| WAAS CH 40112 W10A | APP CRS 102° | Rwy Idg 4255<br>TDZE 55<br>Apt Elev 55 |
|---|---|---|

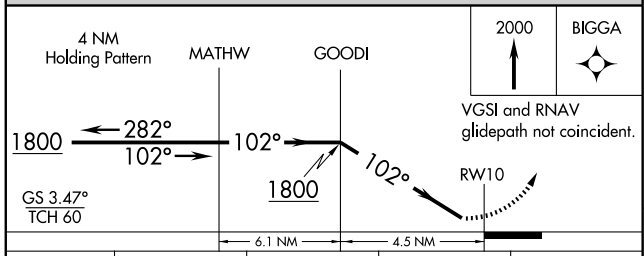
# RNAV (GPS) Z RWY 10
## EAST HAMPTON (HTO)

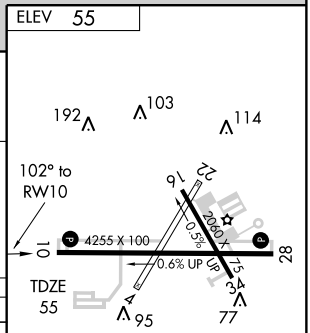
T
NA Baro-VNAV NA when using Westhampton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 408-1 | 353 (400-1) | | NA |
| LNAV/VNAV DA | 524-1½ | 469 (500-1½) | | NA |
| CIRCLING | 560-1½ | 505 (600-1½) | | NA |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| LPV DA | 453-1¼ | 398 (400-1¼) | | NA |
| LNAV/VNAV DA | 569-1½ | 514 (600-1½) | | NA |
| CIRCLING | 600-1½ | 545 (600-1½) | | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 08 APR 2010 to 06 MAY 2010

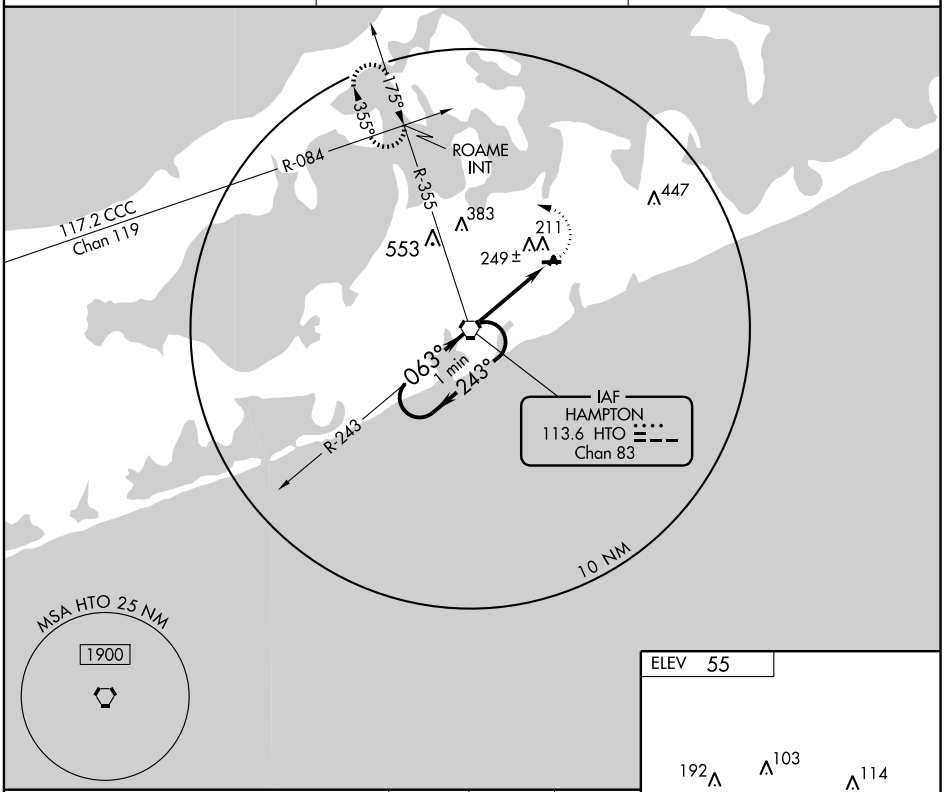
| VORTAC HTO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 063° | TDZE | N/A |
| Chan 83 | | Apt Elev | 55 |

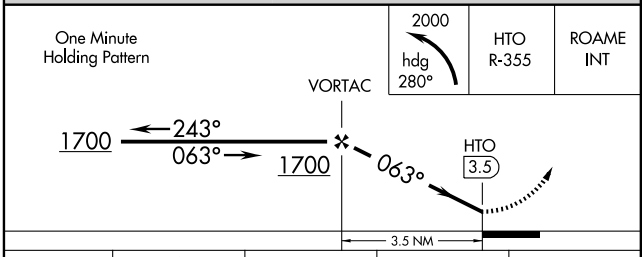
# VOR-A
## EAST HAMPTON (HTO)

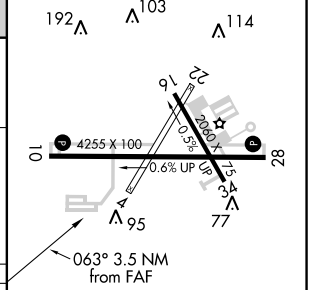
T NA — Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS

| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |
|---|---|---|---|---|

FAF to MAP 3.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3538 |
|---|---|---|
| 061° | TDZE | 290 |
| | Apt Elev | 290 |

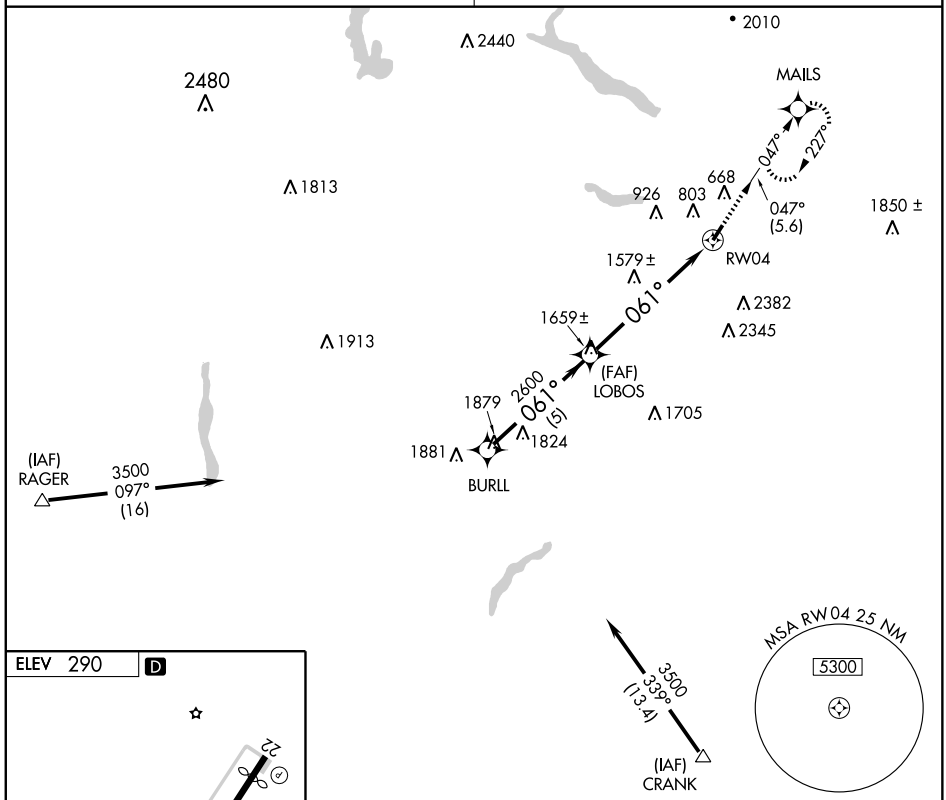
# GPS RWY 4

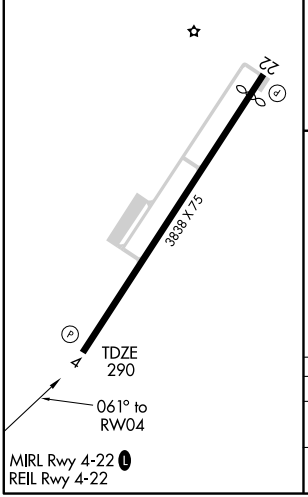
ELLENVILLE/JOSEPH Y RESNICK (N89)

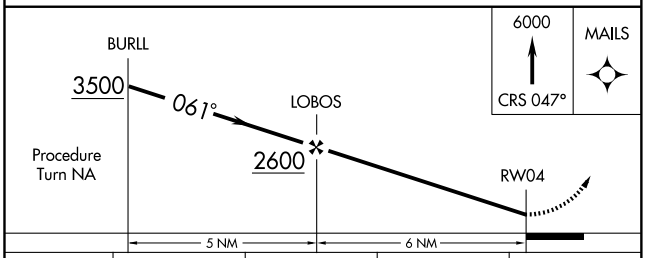
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2180-1¼<br>1890 (1900-1¼) | 2180-1½<br>1890 (1900-1½) | NA | |
| CIRCLING | 2180-1¼<br>1890 (1900-1¼) | 2180-1½<br>1890 (1900-1½) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3538 |
|---|---|---|
| 227° | TDZE | 289 |
| | Apt Elev | 290 |

# GPS RWY 22

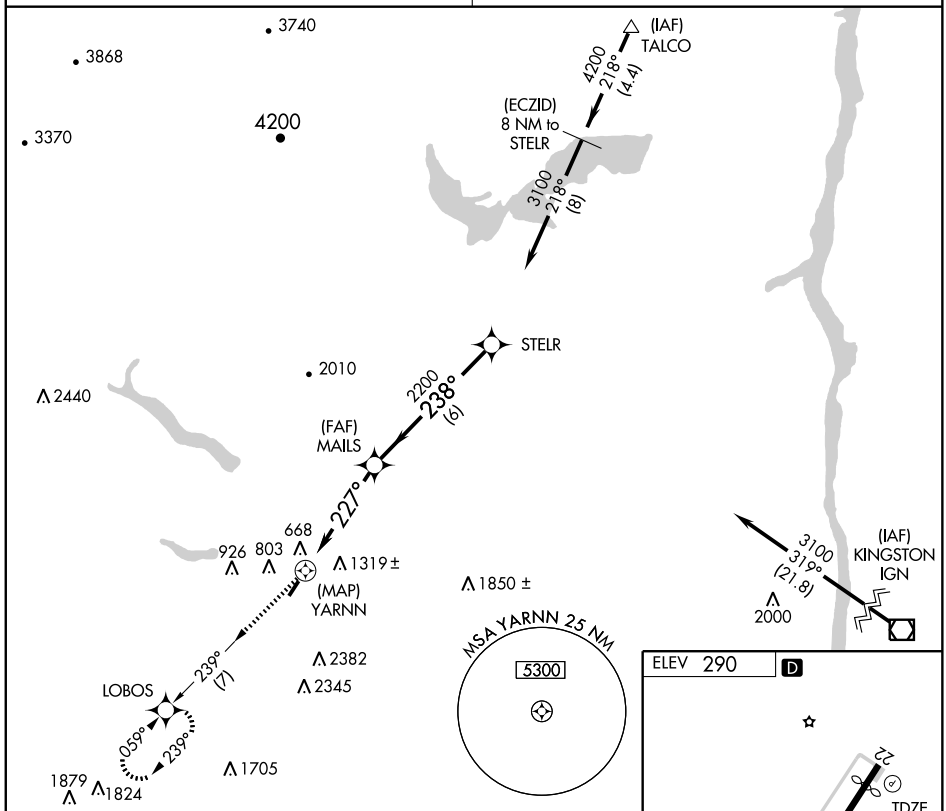
ELLENVILLE/JOSEPH Y RESNICK (N89)

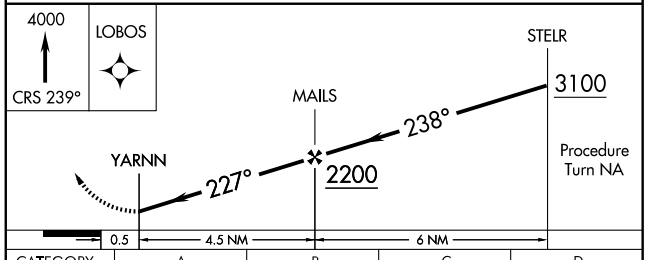
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

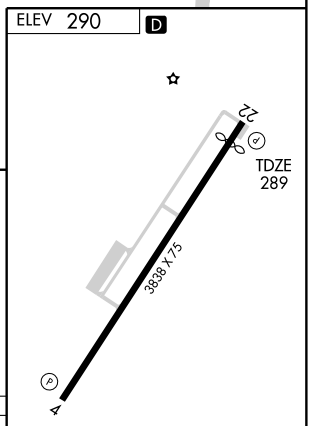
NEW YORK APP CON
**132.75 363.1**

UNICOM
**122.8** (CTAF) L



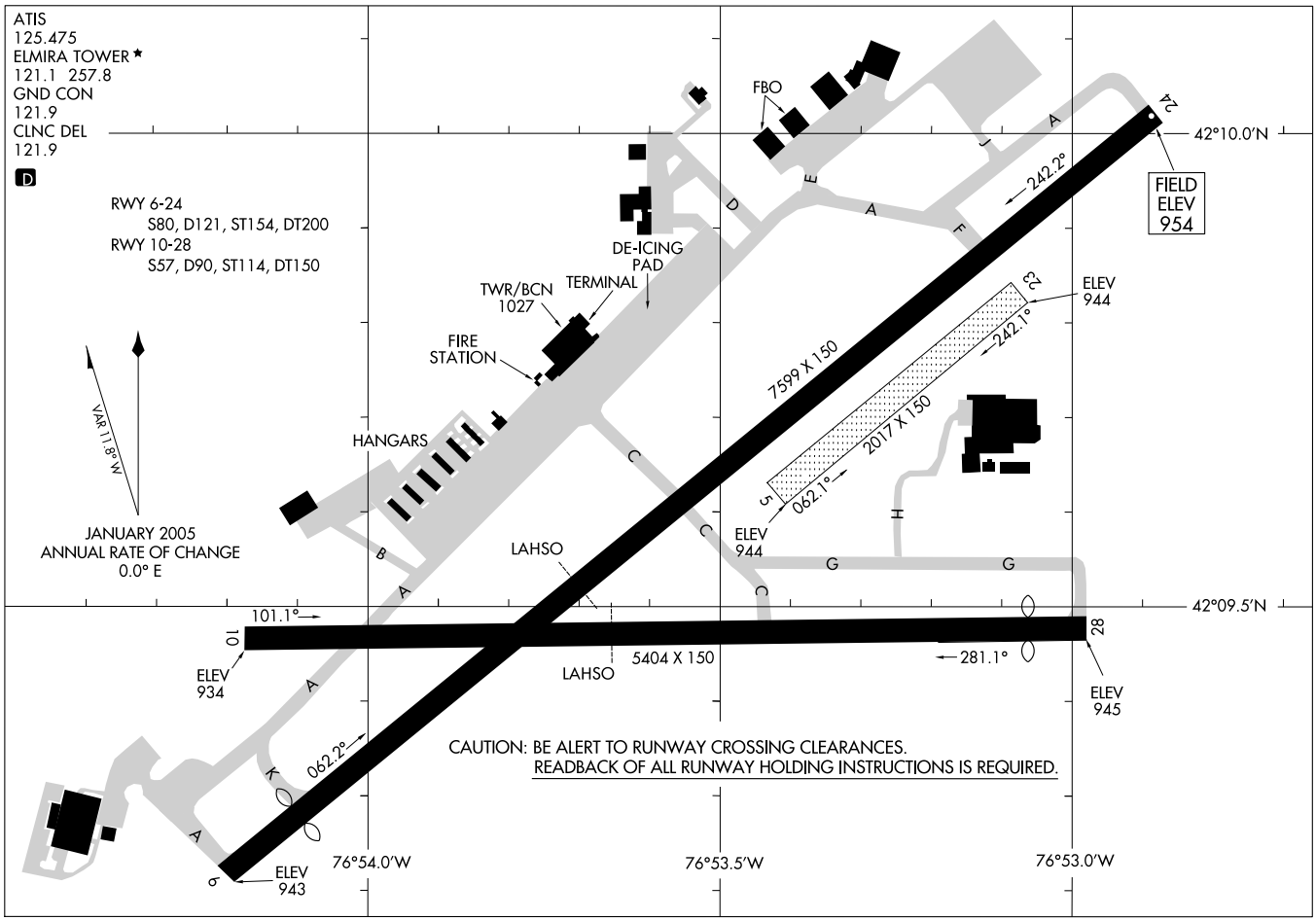




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2080-1¼<br>1791 (1800-1¼) | 2080-1½<br>1791 (1800-1½) | NA | |
| CIRCLING | 2080-1¼<br>1790 (1800-1¼) | 2080-1½<br>1790 (1800-1½) | NA | |




MIRL Rwy 4-22 L
REIL Rwy 4-22

NE-2. 08 APR 2010 to 06 MAY 2010




10042

# AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)

ELMIRA, NEW YORK

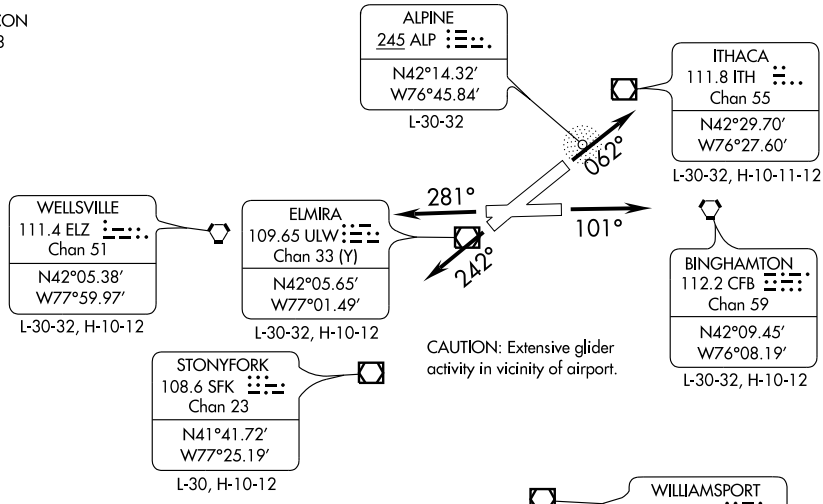
# ELMIRA TWO DEPARTURE

SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:
Rwy 5, 23: NA - ATC.
Rwy 6: 600-2 ¾ or Standard with minimum climb of 325′ per NM to 1700.
Rwy 10: Standard with minimum climb of 449′ per NM to 1600.
Rwy 24: Standard with minimum climb of 423′ per NM to 2400.
Rwy 28: Standard with minimum climb of 636′ per NM to 2100.




NOTE: Chart not to scale.

NOTE: Radar required

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984′ from DER, 228′ left of centerline, up to 34′ AGL/1023′ MSL.
Multiple trees 2.1 NM from DER, 3938′ left of centerline, up to 100′ AGL/1499′ MSL.
Multiple trees beginning 809′ from DER, 102′ right of centerline, up to 39′ AGL/1028′ MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551′ from DER, 38′ left of centerline, up to 49′ AGL/998′ MSL.
Pole and multiple trees beginning 130′ from DER, 125′ right of centerline, up to 63′ AGL/1012′ MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870′ from DER, 528′ left of centerline, up to 48′ AGL/1006′ MSL.

NOTE: Rwy 28: Multiple trees beginning 1341′ from DER, 289′ left of centerline, up to 73′ AGL/1012′ MSL.
Tower and multiple trees beginning 440′ from DER, 472′ right of centerline, up to 92′ AGL/1031′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .
TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000′. Ten minutes after departure, climb to filed altitude/flight level.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-ELM | APP CRS | Rwy Idg | 7599 |
|---|---|---|---|
| 109.1 | 242° | TDZE | 955 |
| | | Apt Elev | 955 |

# ILS or LOC RWY 24

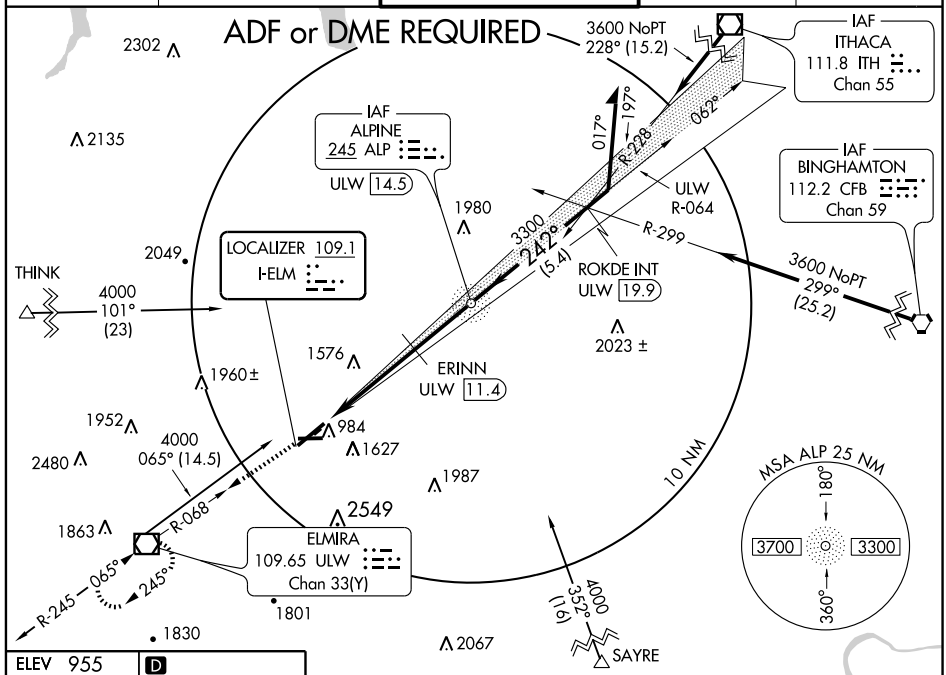
ELMIRA/CORNING RGNL (ELM)

DME from ULW VOR/DME.

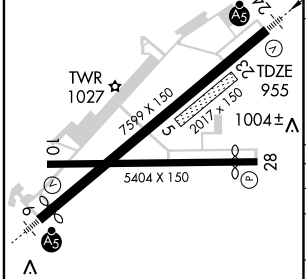
MALSR

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |

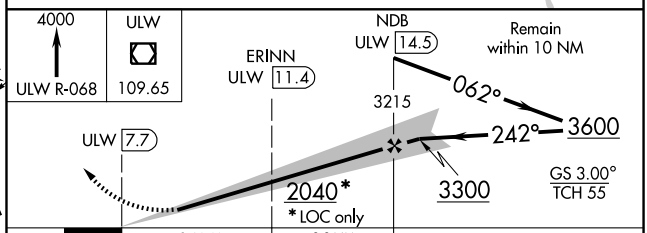



ELEV 955 D




HIRL Rwy 6-24 L
MIRL Rwy 10-28

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1205/24 250 (300-½) | | | |
| S-LOC 24 | 2040/40 1085 (1100-¾) | 2040/50 1085 (1100-1) | 2040-2½ 1085 (1100-2½) | |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |
| ERINN FIX MINIMUMS | | | | |
| S-LOC 24 | 1600/24 645 (700-½) | | 1600/60 645 (700-1¼) | 1600-1½ 645 (700-1½) |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-UEK | APP CRS | Rwy Idg | 6999 |
|---|---|---|---|
| 109.1 | 062° | TDZE | 944 |
| | | Apt Elev | 955 |

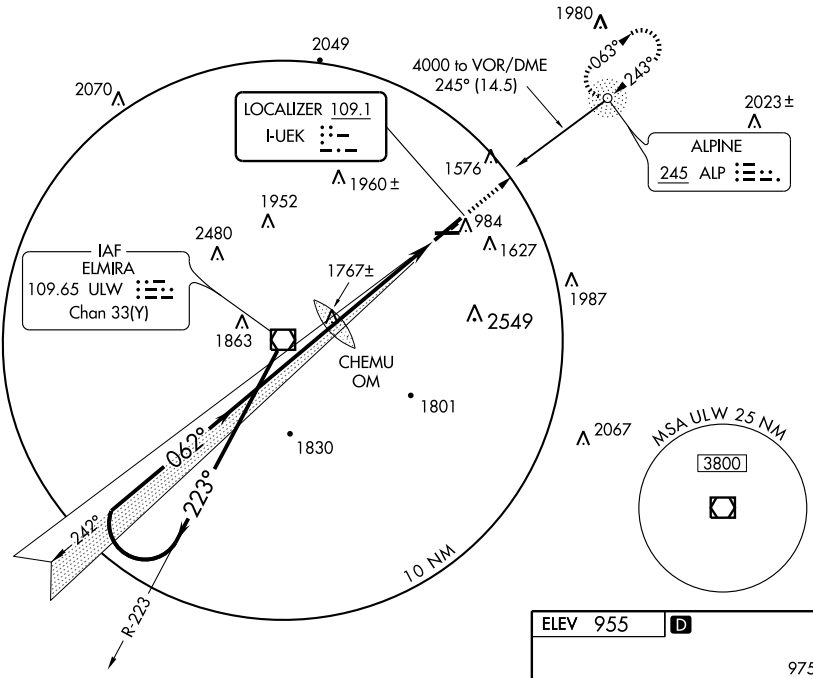
# ILS RWY 6

ELMIRA/CORNING RGNL (ELM)

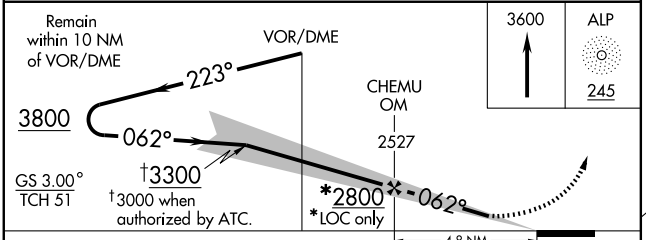
MALSR

MISSED APPROACH: Climb to 3600 direct to ALP NDB and hold.

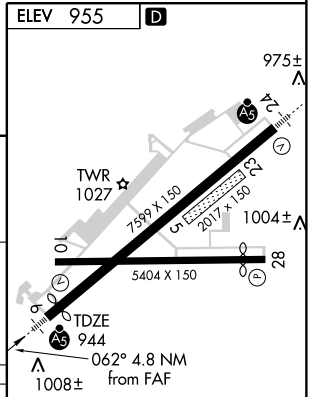
| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 1144-½ 200 (200-½) | | | |
| S-LOC 6 | 2020-¾ 1076 (1100-¾) | 2020-1 1076 (1100-1) | 2020-2½ 1076 (1100-2½) | |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |




HIRL Rwy 6-24 L
MIRL Rwy 10-28

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6999 |
|---|---|---|
| 062° | TDZE | 944 |
| | Apt Elev | 955 |

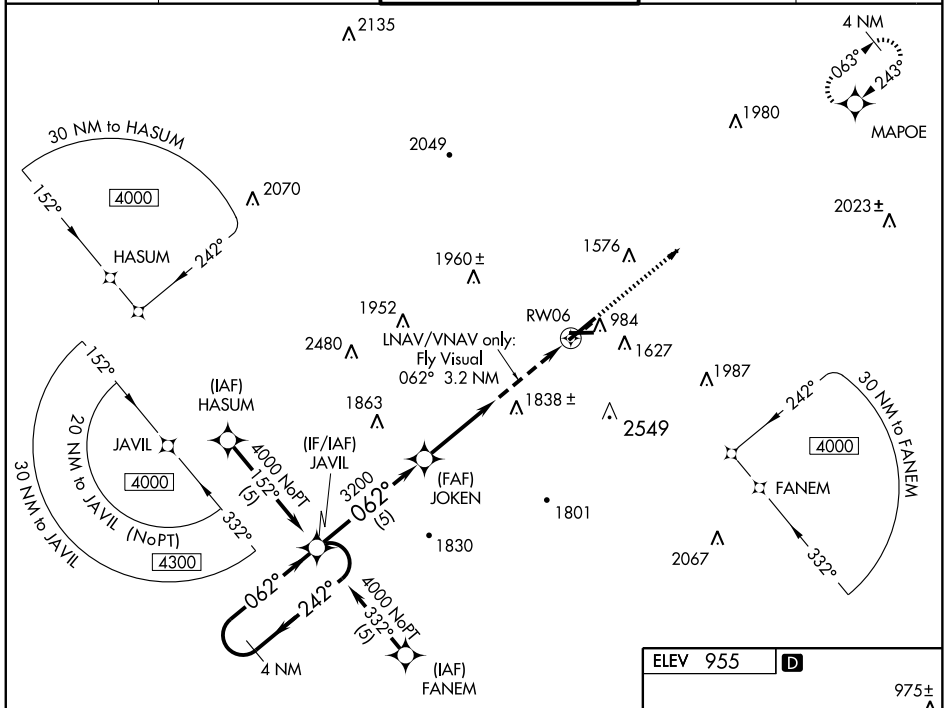
# RNAV (GPS) RWY 6
## ELMIRA/CORNING RGNL (ELM)

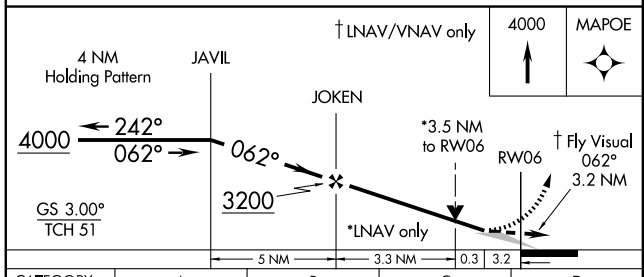
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

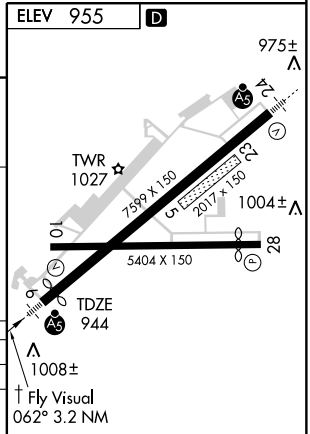
MALSR

MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2020-2 1076 (1100-2) | | 2020-3 1076 (1100-3) | |
| LNAV MDA | 2100-¾ 1156 (1200-¾) | 2100-1 1156 (1200-1) | 2100-2½ 1156 (1200-2½) | |
| CIRCLING | 2100-2 1145 (1200-2) | 2120-2 1165 (1200-2) | 2140-3 1185 (1200-3) | |

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 101° | TDZE | 942 |
| | Apt Elev | 955 |

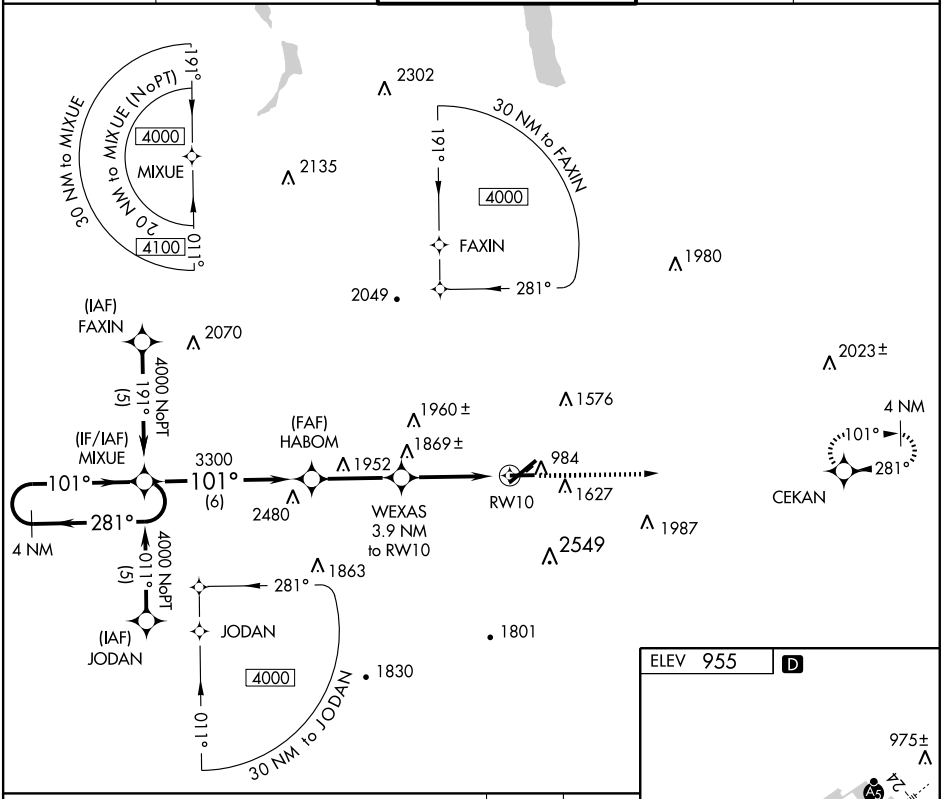
# RNAV (GPS) RWY 10

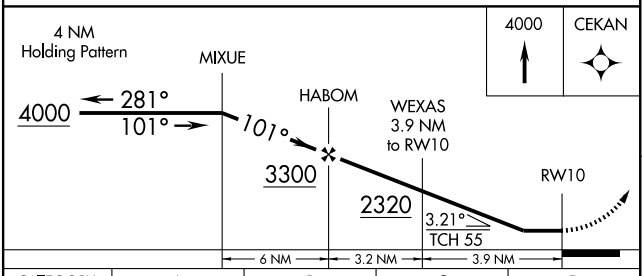
ELMIRA/CORNING RGNL (ELM)

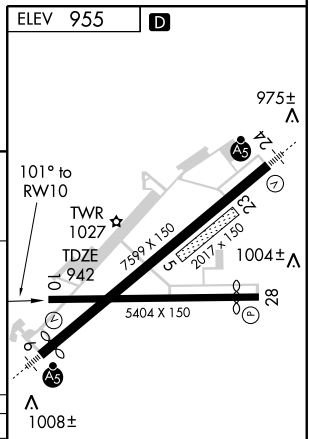
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1¼ 1178 (1200-1¼) | 2120-1½ 1178 (1200-1½) | 2120-3 1178 (1200-3) | |
| CIRCLING | 2120-1¼ 1165 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2120-3 1165 (1200-3) | |

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7599 |
|---|---|---|
| 242° | TDZE | 955 |
| | Apt Elev | 955 |

# RNAV (GPS) RWY 24

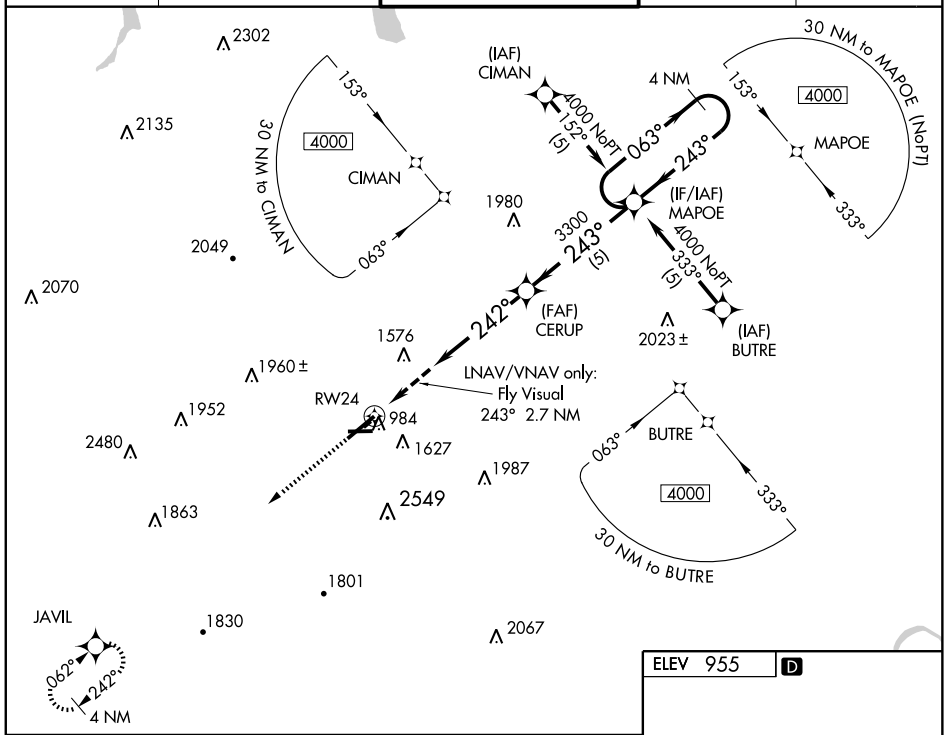
ELMIRA/CORNING RGNL (ELM)

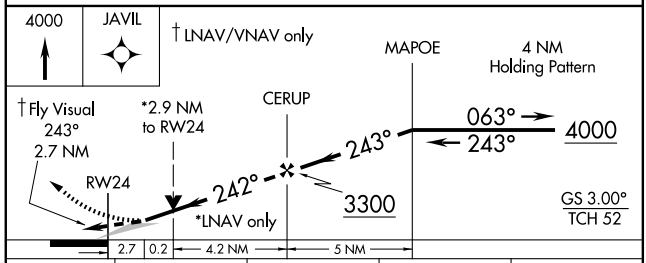
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).

MALSR

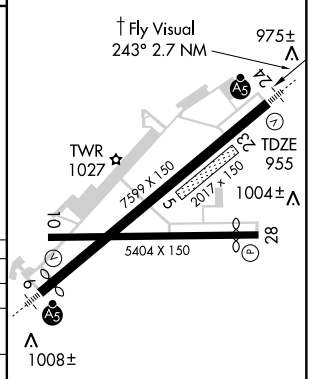
MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1860-2 905 (1000-2) | | 1860-2¾ 905 (1000-2¾) | 1860-3 905 (1000-3) |
| LNAV MDA | 1920/40 965 (1000-¾) | 1920/50 965 (1000-1) | 1920-2½ 965 (1000-2½) | |
| CIRCLING | 2060-2 1105 (1200-2) | 2120-2 1165 (1200-2) | 2140-2¾ 1185 (1200-2¾) | 2140-3 1185 (1200-3) |




HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 281° | TDZE | 945 |
| | Apt Elev | 955 |

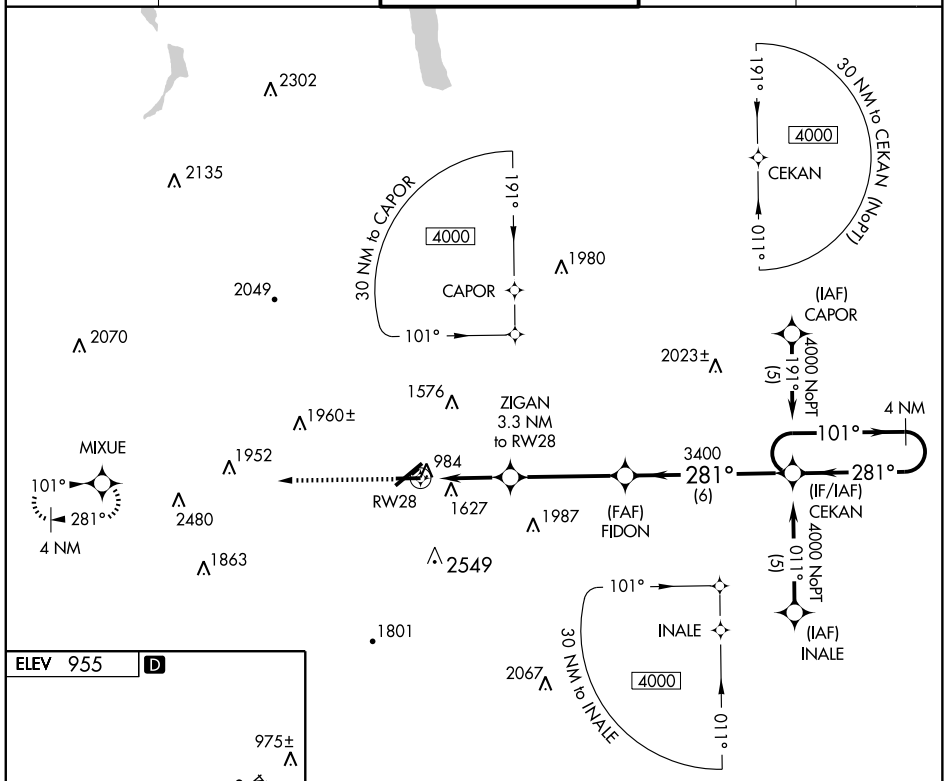
# RNAV (GPS) RWY 28
## ELMIRA/CORNING RGNL (ELM)

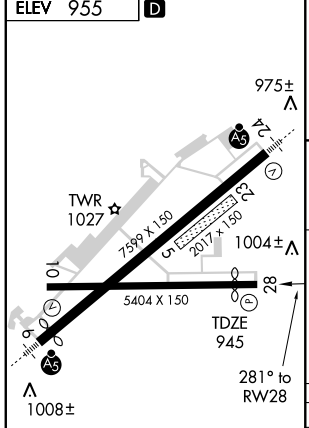
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

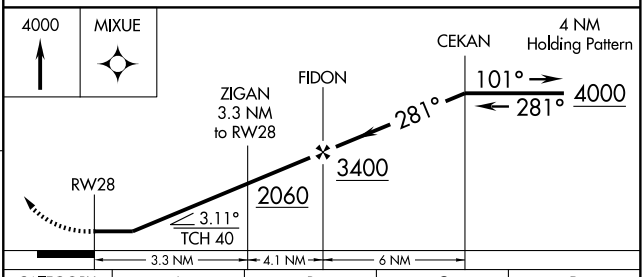
NA

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1920-1¼ 975 (1000-1¼) | 1920-1½ 975 (1000-1½) | 1920-3 975 (1000-3) | |
| CIRCLING | 2040-1¼ 1085 (1100-1¼) | 2100-1½ 1145 (1200-1½) | 2100-3 1145 (1200-3) | |

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 08 APR 2010 to 06 MAY 2010

ENDICOTT, NEW YORK AL-5543 (FAA)

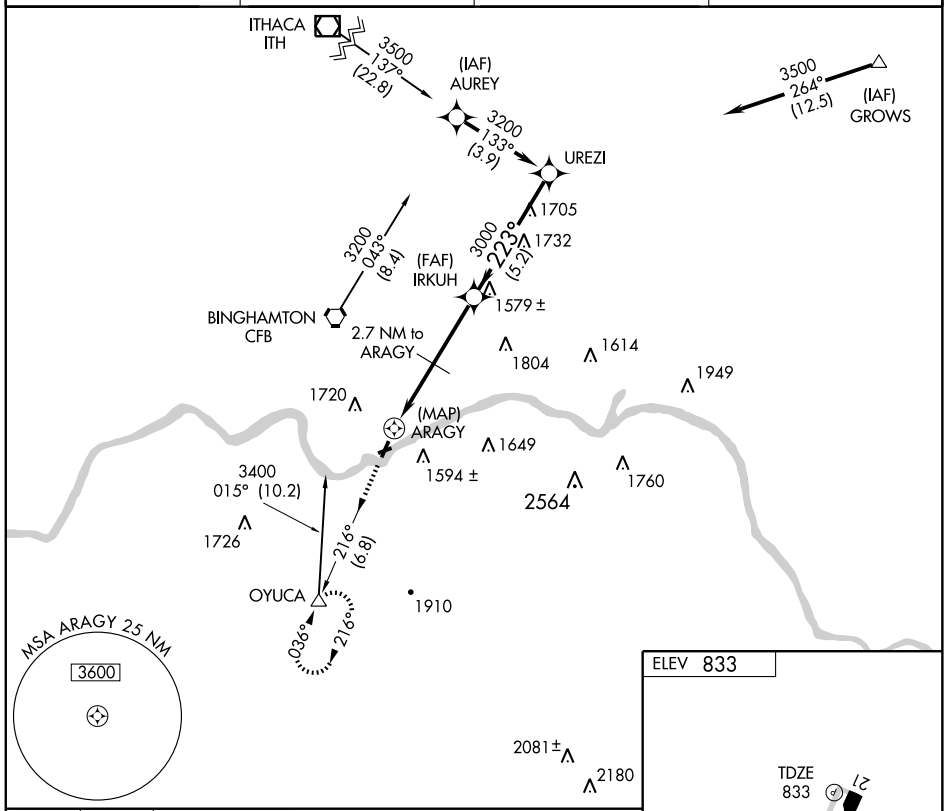
| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 223° | TDZE | 833 |
| | Apt Elev | 833 |

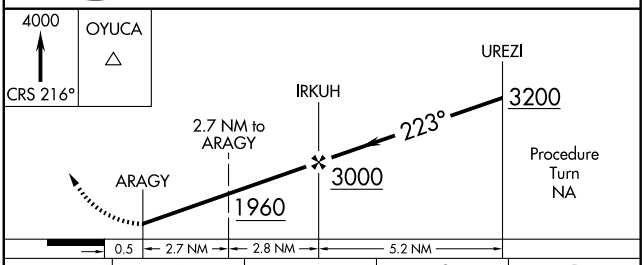
# GPS RWY 21
ENDICOTT/ TRI-CITIES (CZG)

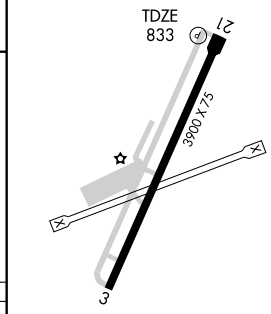
▼ NA — When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-21 Cat B/C visibility ¼ mile. Circling to Rwy 3 NA at night.

MISSED APPROACH: Climb to 4000 via 216° course to OYUCA WP and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1720-1¼ 887 (900-1¼) | | 1720-2¾ 887 (900-2¾) | NA |
| CIRCLING | 1940-1¼ 1107 (1200-1¼) | 1960-1½ 1127 (1200-1½) | 2040-3 1207 (1300-3) | NA |

REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC CFB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.2 | 170° | TDZE | N/A |
| Chan 59 | | Apt Elev | 833 |

# VOR or GPS-A

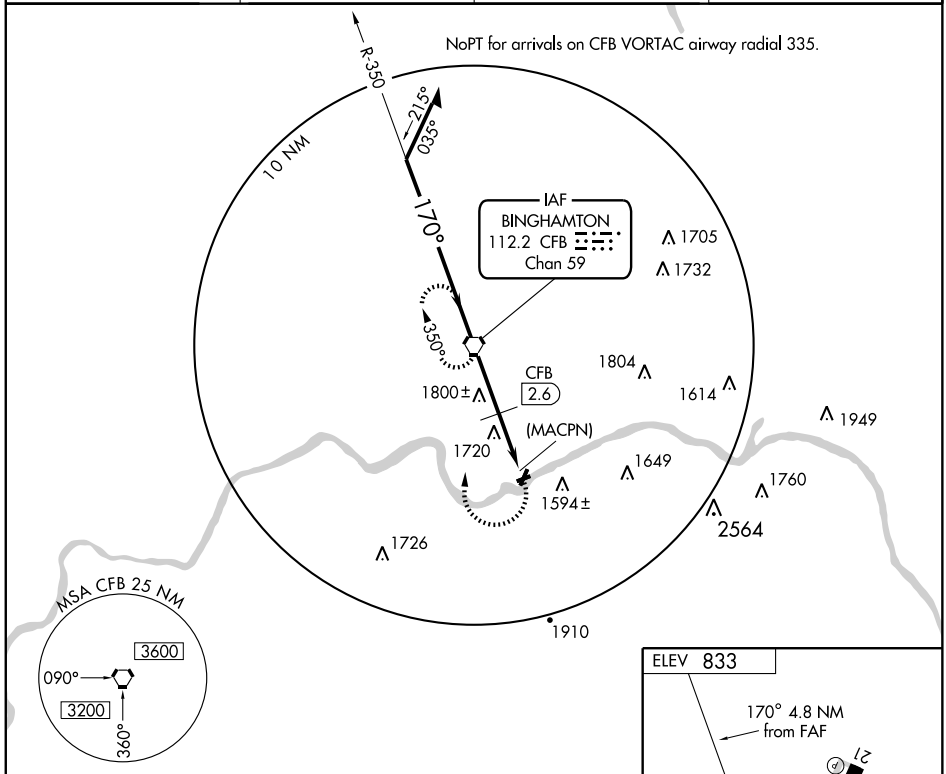
## ENDICOTT/ TRI-CITIES (CZG)

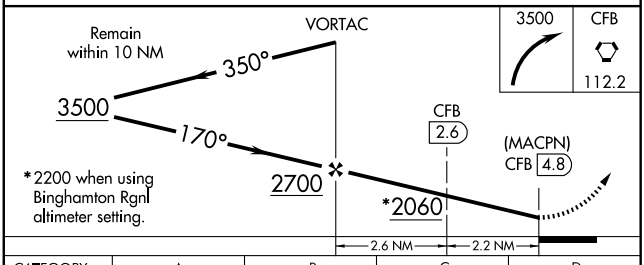
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet. Circling to Rwy 3 NA at night.

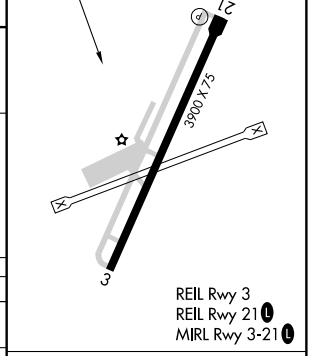
NA

MISSED APPROACH: Climbing right turn to 3500 direct to CFB VORTAC and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2060-1¼ 1227 (1300-1¼) | 2060-1½ 1227 (1300-1½) | 2060-3 1227 (1300-3) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 2000-1¼ 1167 (1200-1¼) | 2000-1½ 1167 (1200-1½) | 2040-3 1207 (1300-3) | NA |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

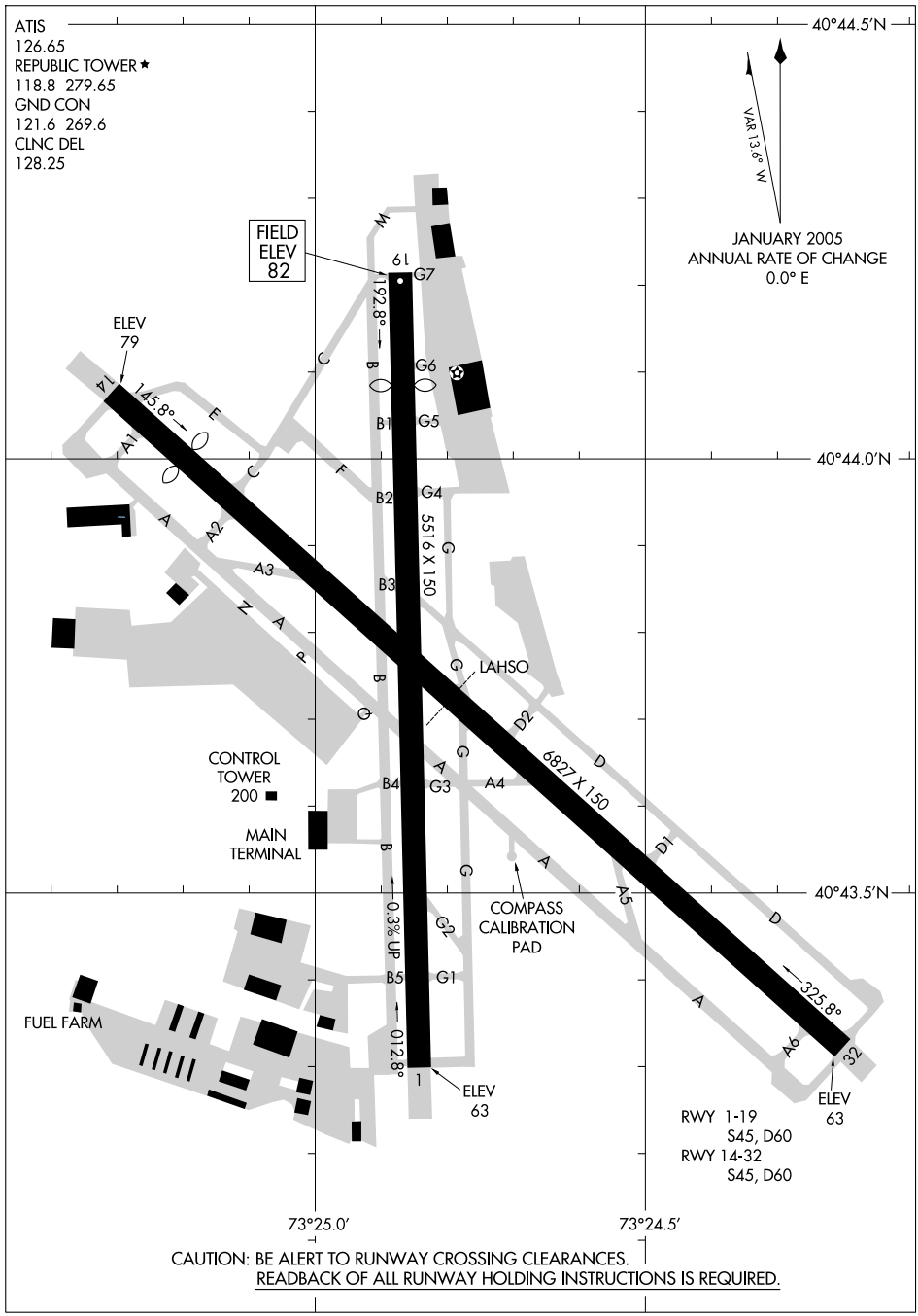
NE-2. 08 APR 2010 to 06 MAY 2010

09015

# AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK

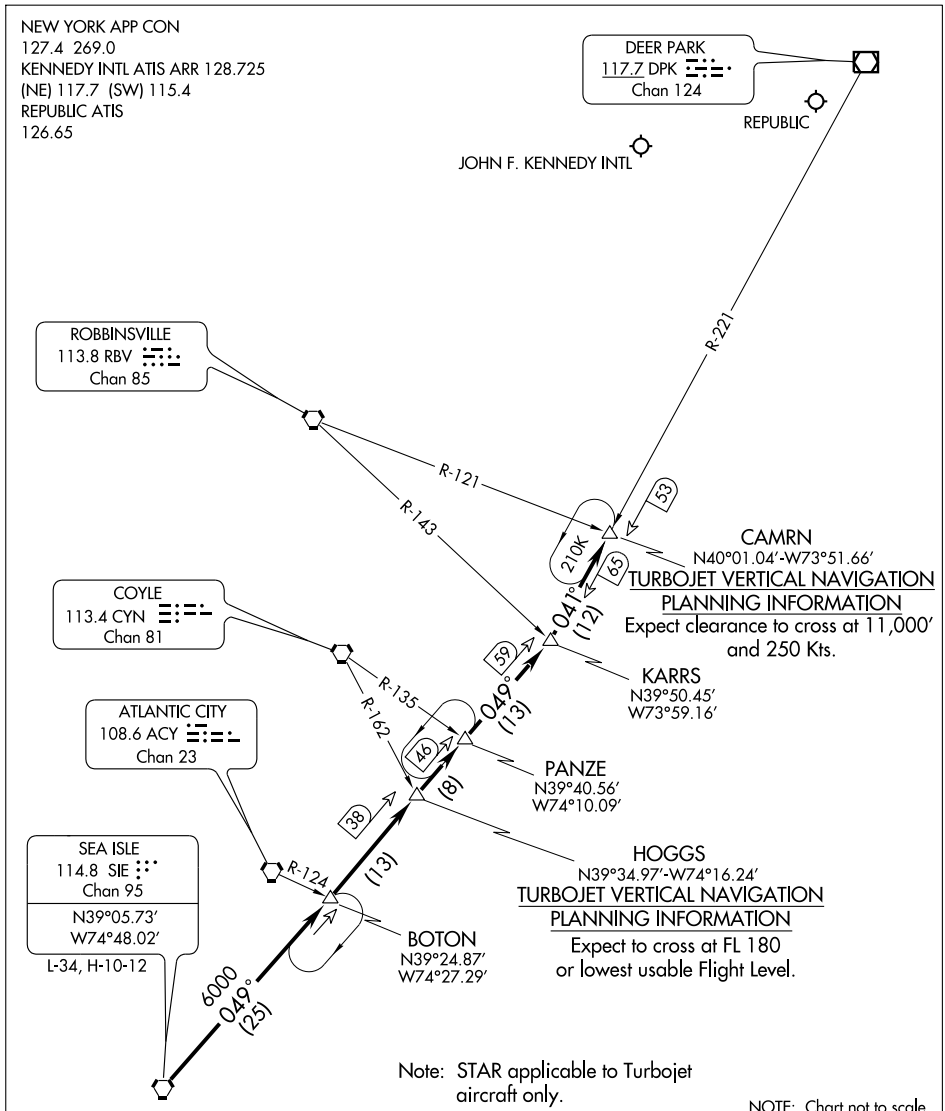



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 08 APR 2010 to 06 MAY 2010

# CAMRN FOUR ARRIVAL

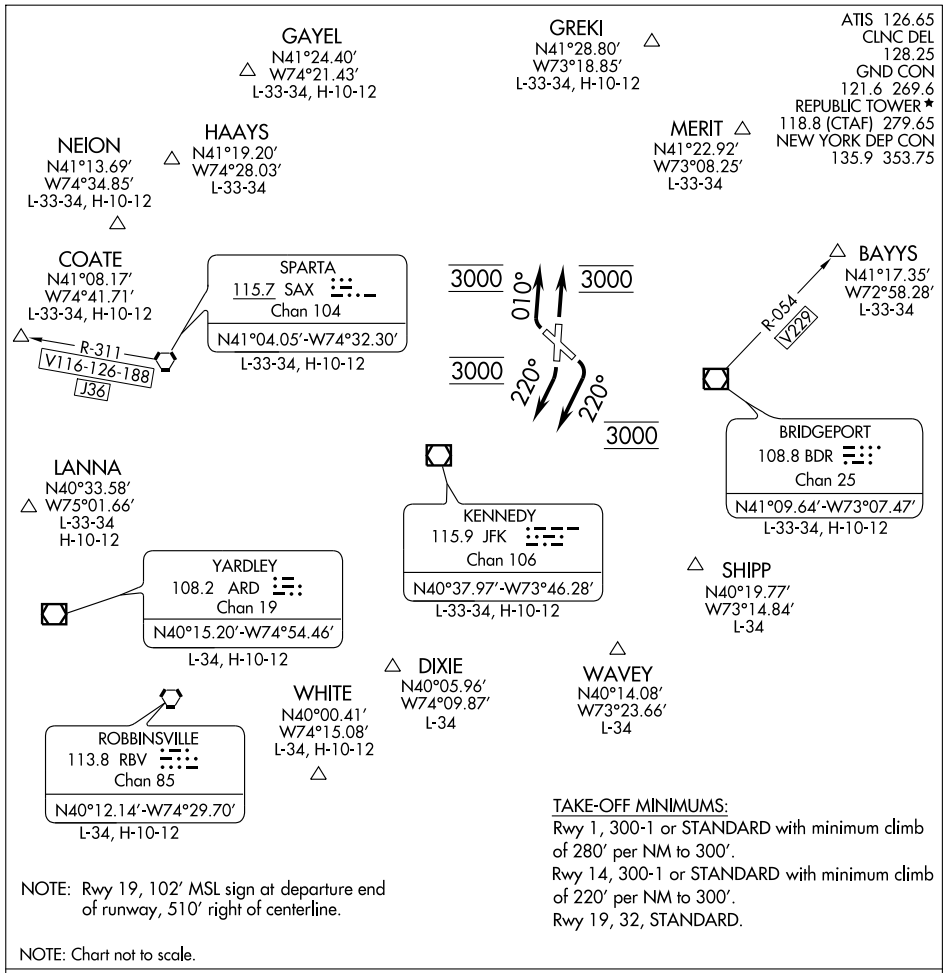
NEW YORK, NEW YORK




From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

# FARMINGDALE THREE DEPARTURE






TAKE-OFF MINIMUMS:
Rwy 1, 300-1 or STANDARD with minimum climb of 280′ per NM to 300′.
Rwy 14, 300-1 or STANDARD with minimum climb of 220′ per NM to 300′.
Rwy 19, 32, STANDARD.

NOTE: Rwy 19, 102′ MSL sign at departure end of runway, 510′ right of centerline.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb runway heading, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 14 and 19: Climb right heading 220°, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 32: Climb right heading 010°, maintain 3000 feet, thence . . . .

. . . . via vector to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-FRG | APP CRS | Rwy Idg | 6167 |
|---|---|---|---|
| 111.9 | 146° | TDZE | 77 |
| | | Apt Elev | 80 |

# ILS or LOC RWY 14

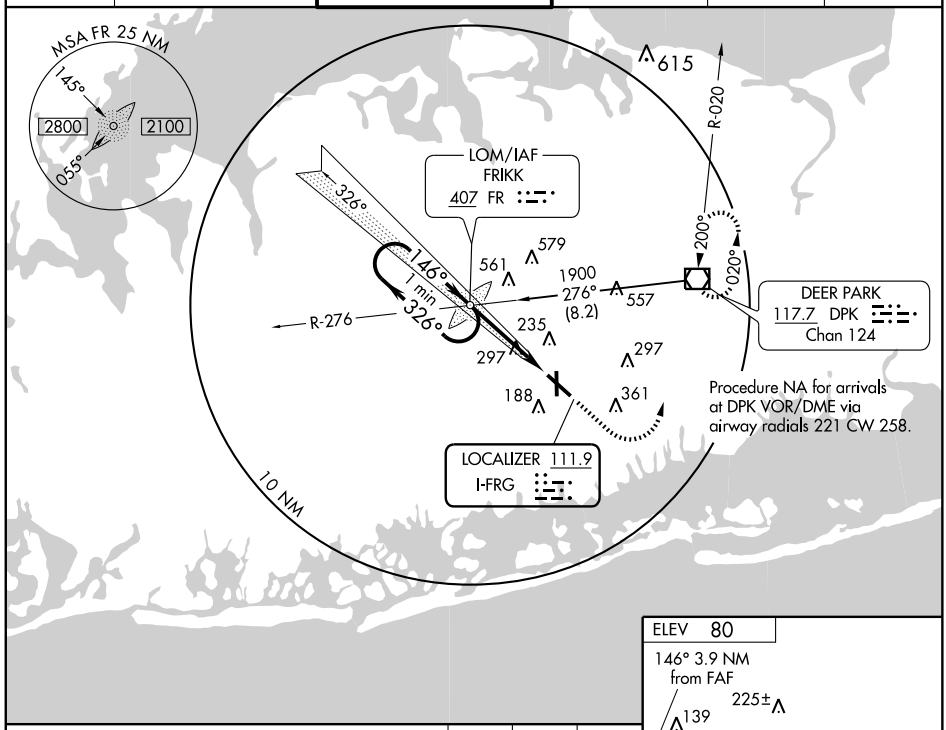
FARMINGDALE/REPUBLIC (FRG)

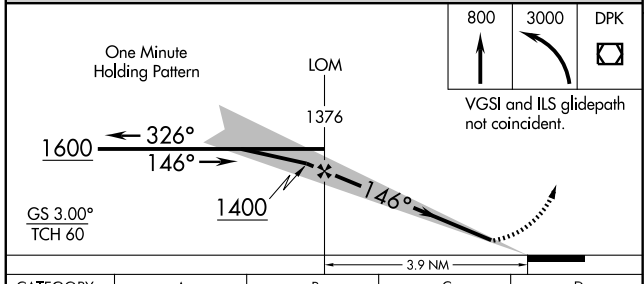
Inoperative table does not apply to S-ILS 14. Autopilot coupled approach NA below 310. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase S-LOC 14 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 14 Cat A and B visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

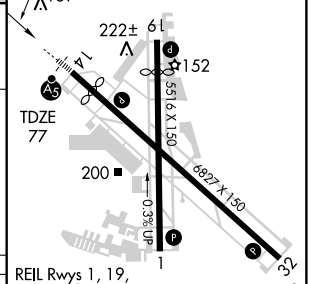
| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| 800 | 3000 | DPK |
|---|---|---|

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 277-¾ 200 (200-¾) | | | |
| S-LOC 14 | 560-¾ 483 (500-¾) | | | 560-1 483 (500-1) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

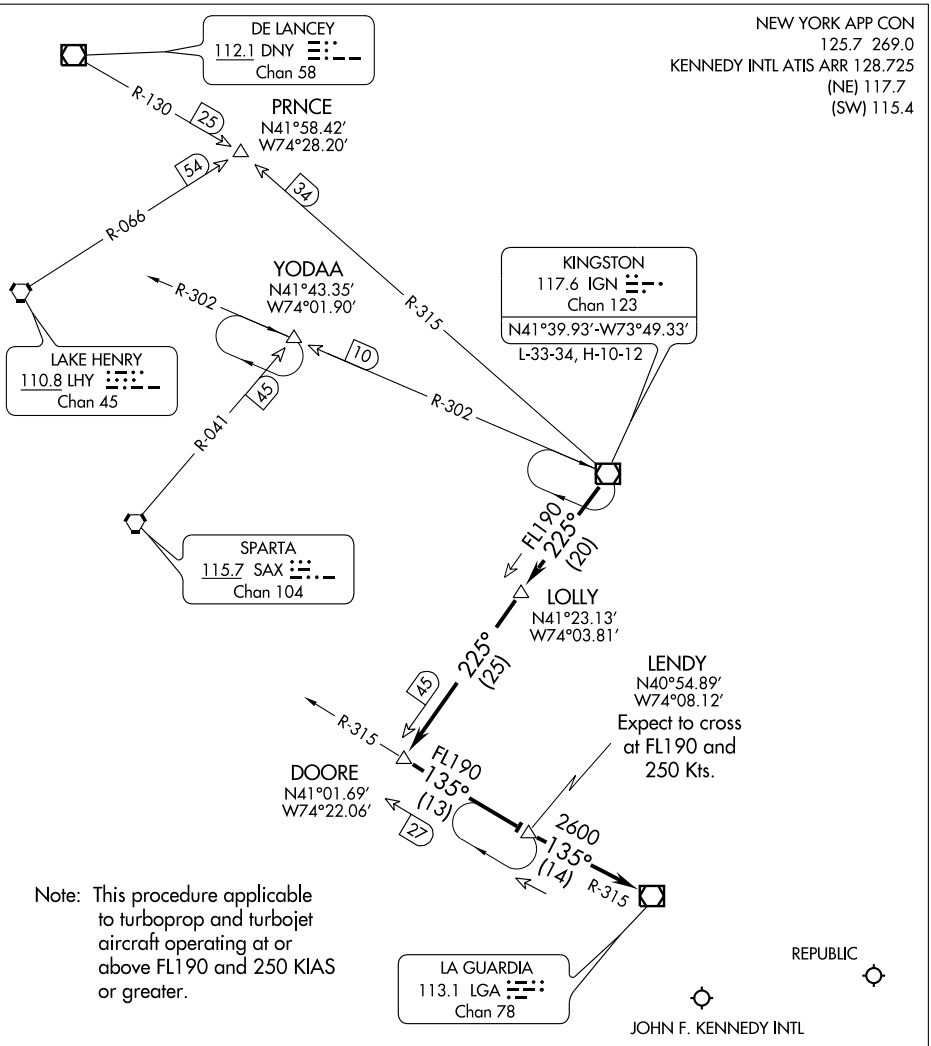
FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:51 | 2:34 | 1:55 | 1:32 | 1:17 |

NE-2. 08 APR 2010 to 06 MAY 2010

# KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK




## DME REQUIRED

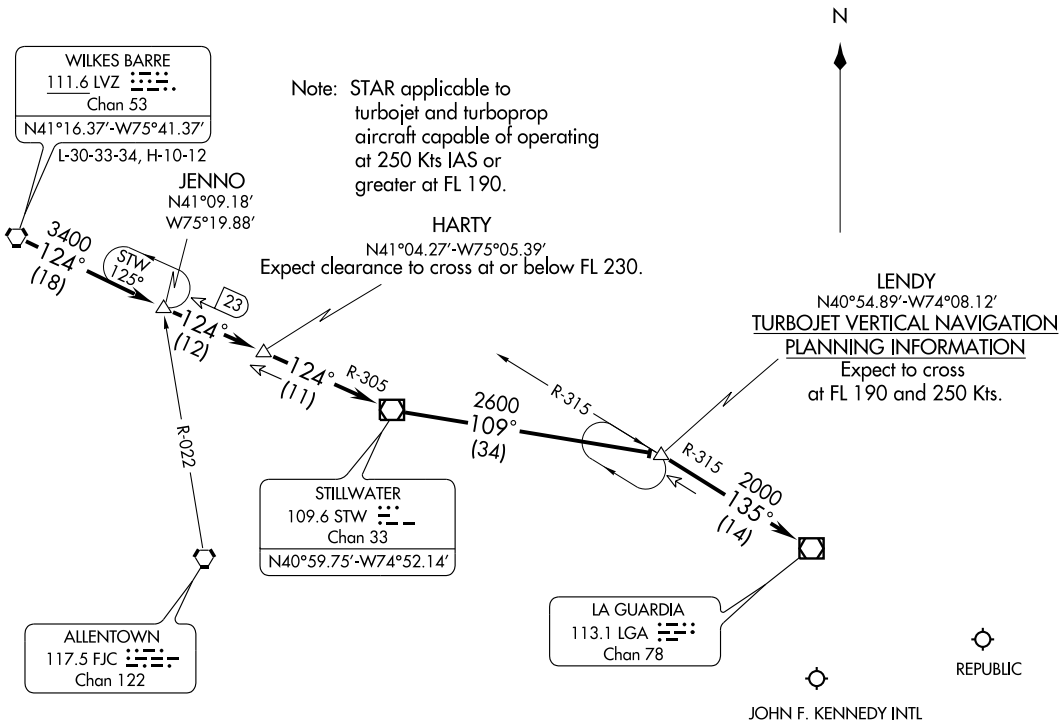
NOTE: Chart not to scale.

### ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

# LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65




From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

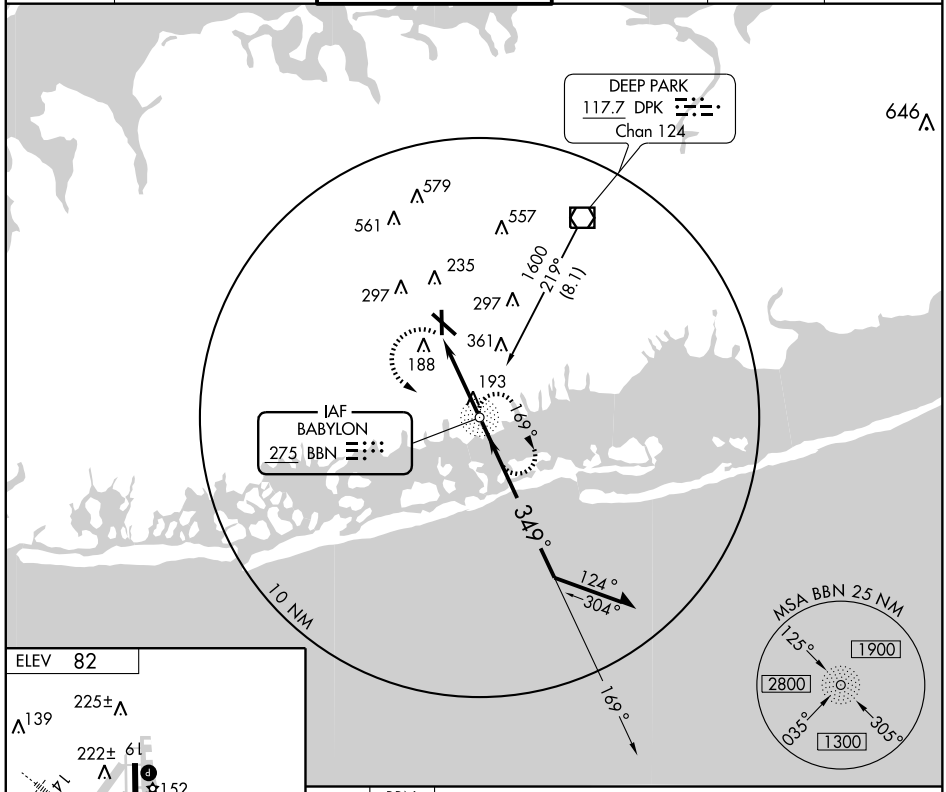
| NDB BBN | APP CRS | Rwy Idg | 5516 |
|---|---|---|---|
| 275 | 349° | TDZE | 72 |
| | | Apt Elev | 82 |

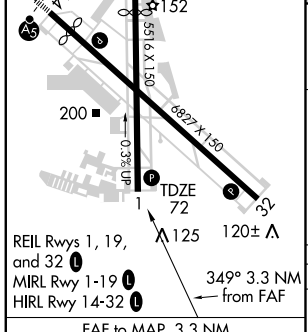
# NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)

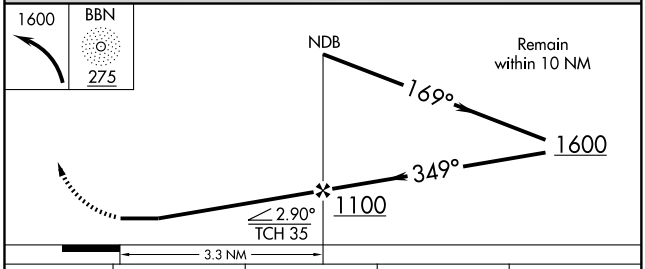
MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 540-1 | 468 (500-1) | 540-1¼ 468 (500-1¼) | 540-1½ 468 (500-1½) |
| CIRCLING | 560-1 478 (500-1) | 600-1 518 (600-1) | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.

KENNEBUNK
ENE
224°
044°
17000
*2000
214°
(39)
ASPEN
*2500
214°
(69)
TOPPS
TAFFY
EBONY
ALLEX
TUSKY
BRADD
KANNI
WHALE
VITOL
SAILE
DOVEY
FRILL
081°
261°
SHANK
17000
*1800
261°
(49)
PLYMM
057°
237°
3000
*2100
234°
(34)
PROVIDENCE
PVD
N
TRAIT
Expect clearance to cross
TRAIT at FL240.
*1400
234°
(14)
CALVERTON
CCC
Expect clearance to cross
CCC VOR/DME at 12000'
and 250 KIAS.
2300
266°
(32)
PARCH
3000
*1500
275°
(25)
SANDY POINT
SEY
085°
1900
230°
(18)
CAPIT
JOHN F.
KENNEDY
INTL
1700
303°
(14)
REPUBLIC
CRAIL
(14)
1700
284°
ERICK
279°
1500
(34)
KENNEDY
JFK
ROBER
Expect clearance to cross
ROBER at 9000'.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

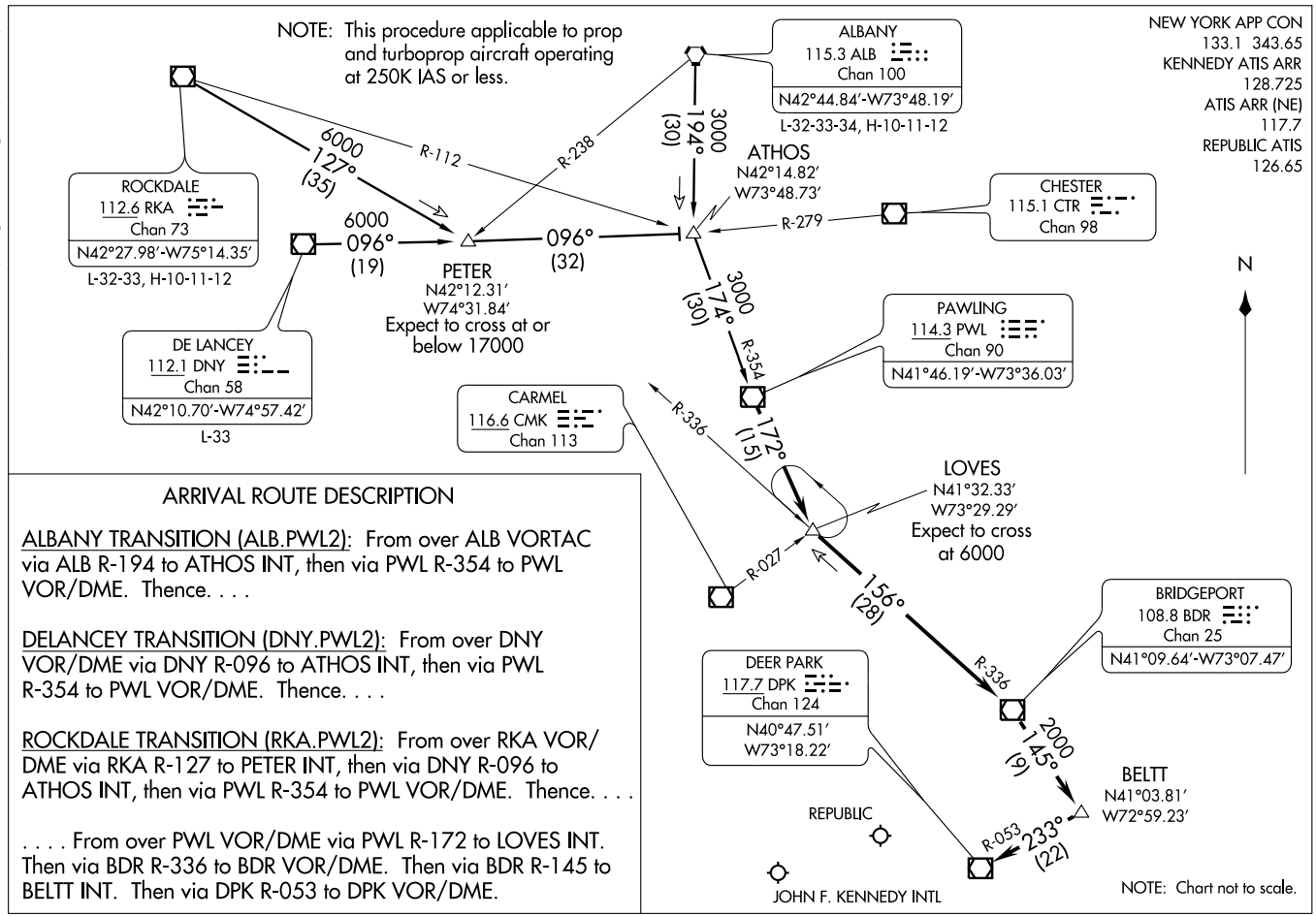
# (PARCH.PARCH1) 10042 PARCH ONE ARRIVAL (RNAV)

ST-610 (FAA)

NEW YORK, NEW YORK

# PAWLING TWO ARRIVAL (PWL.PWL2)






## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

ST-610 (FAA)

NEW YORK, NEW YORK

| APP CRS | Rwy ldg | 5516 |
|---|---|---|
| 013° | TDZE | 72 |
| | Apt Elev | 80 |

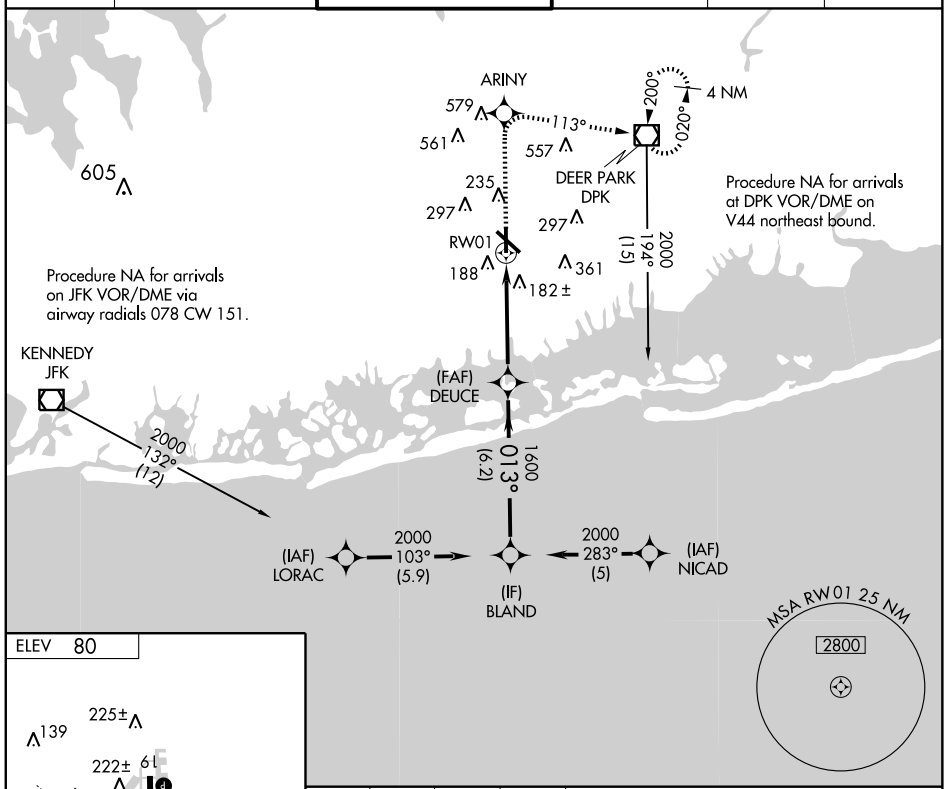
# RNAV (GPS) RWY 1

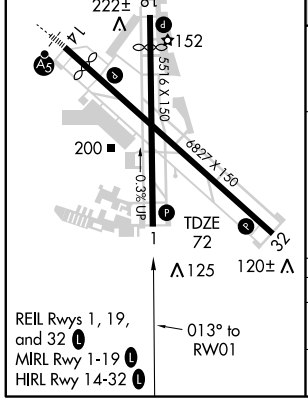
FARMINGDALE/REPUBLIC (FRG)

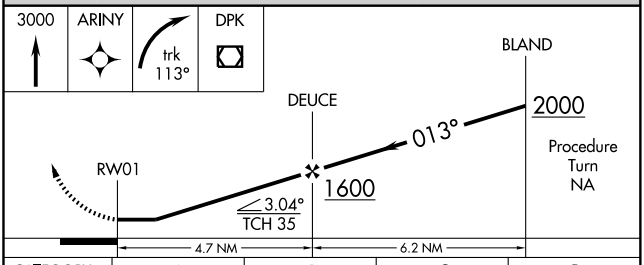
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARINY and right turn via track 113° to DPK VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 388 (400-1) | | | 460-1¼ 388 (400-1¼) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

NE-2, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 14

FARMINGDALE/REPUBLIC (FRG)

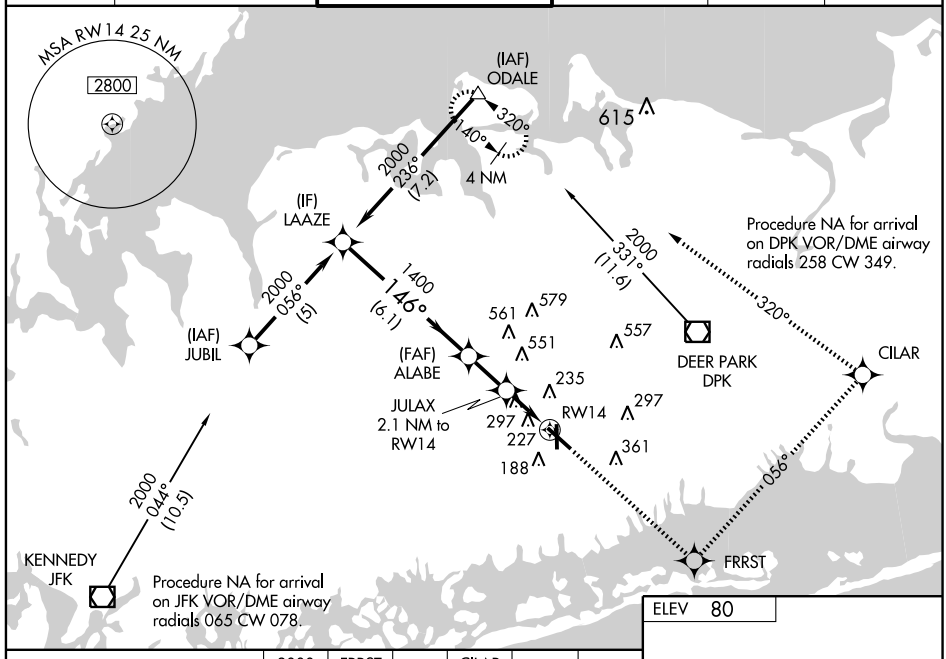
| WAAS | APP CRS | Rwy Idg | 6167 |
|---|---|---|---|
| CH 69612 | 146° | TDZE | 77 |
| W14A | | Apt Elev | 80 |

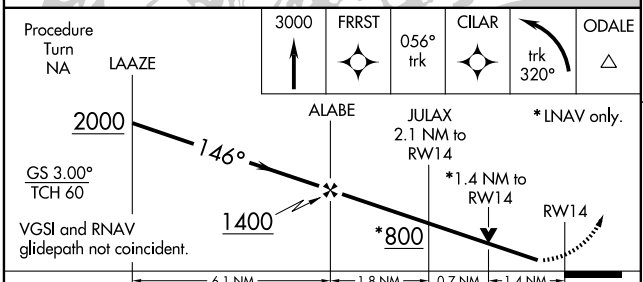
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase DA 37 feet, all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Islip altimeter setting.

MALSR

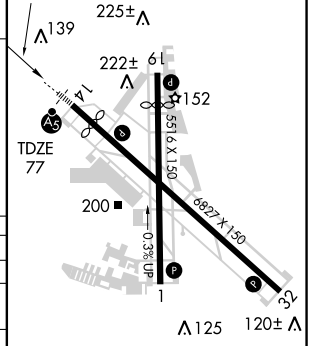
MISSED APPROACH: Climb to 3000 direct FRRST and via 056° track to CILAR and left turn via track 320° to ODALE and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 277-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 596-1¾ 519 (600-1¾) | | | |
| LNAV MDA | 560-1 483 (500-1) | | 560-1¼ 483 (500-1¼) | 560-1½ 483 (500-1½) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |




NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 19

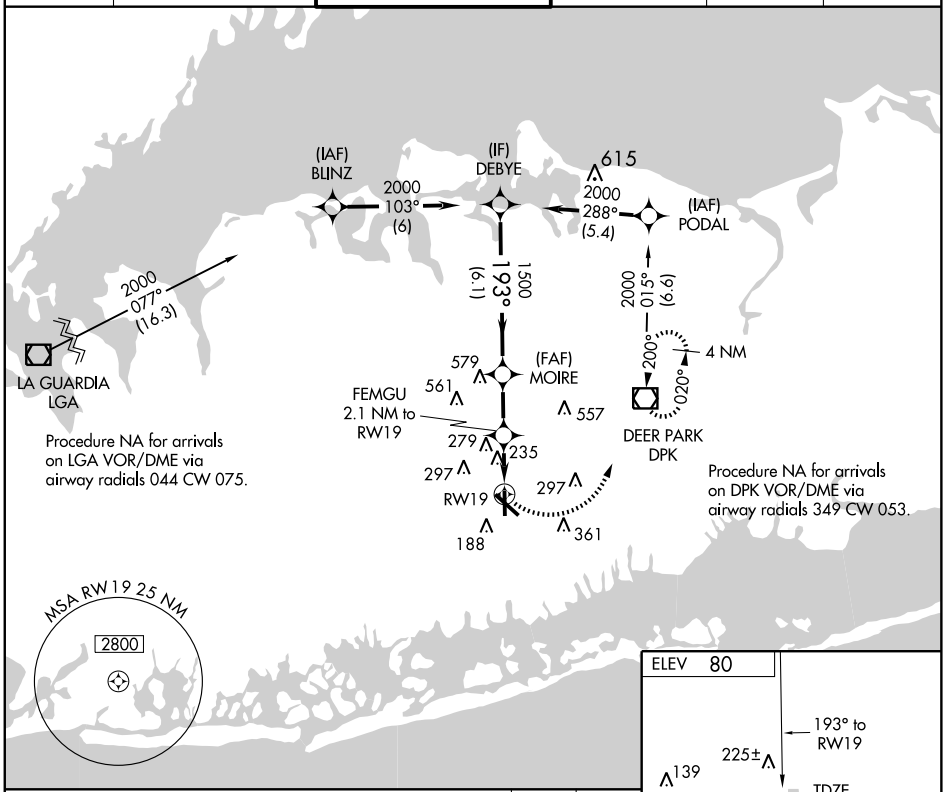
FARMINGDALE/REPUBLIC (FRG)

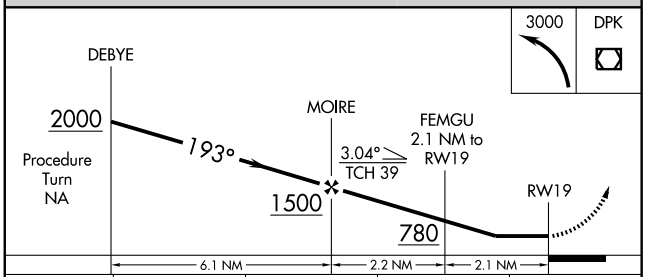
| APP CRS | Rwy ldg | 4727 |
|---|---|---|
| 193° | TDZE | 78 |
| | Apt Elev | 80 |

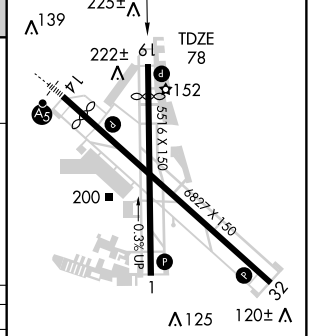
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 462 (500-1) | | 540-1¼ 462 (500-1¼) | 540-1½ 462 (500-1½) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 32

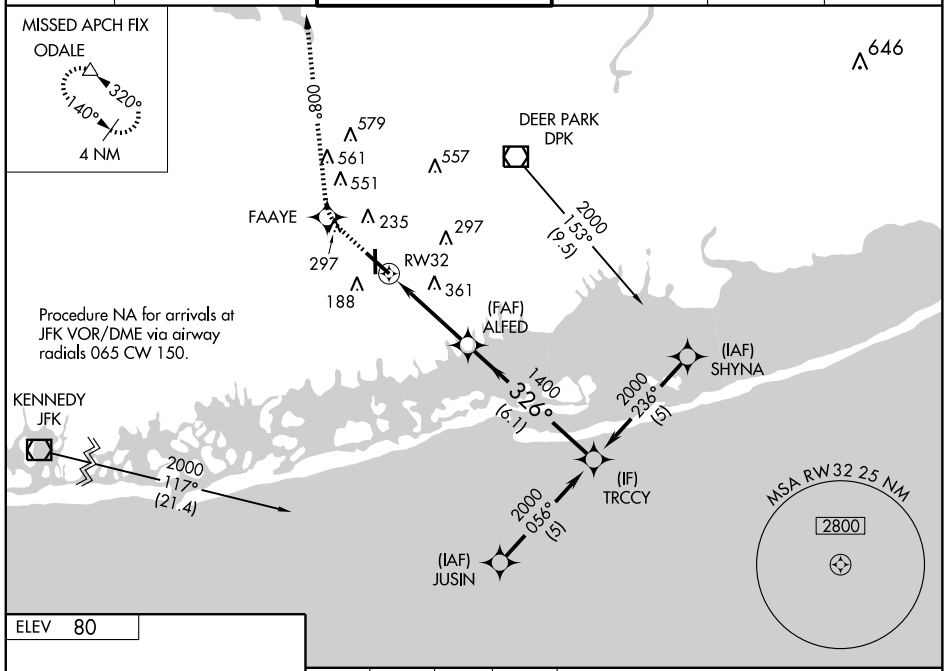
FARMINGDALE/REPUBLIC (FRG)

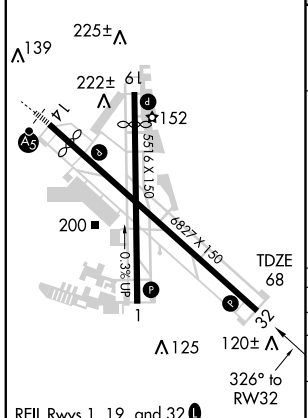
| WAAS | APP CRS | Rwy Idg | 6827 |
|---|---|---|---|
| CH 70715 | 326° | TDZE | 68 |
| W32A | | Apt Elev | 80 |

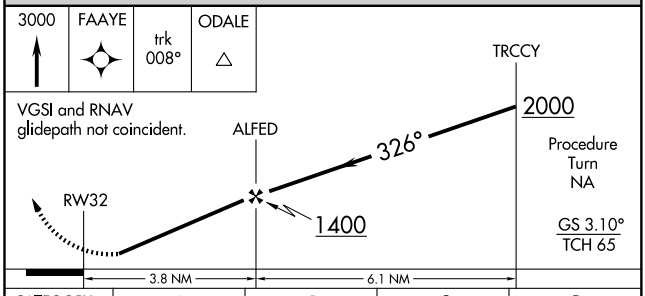
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369-1 301 (300-1) | | | |
| LNAV/VNAV DA | 761-2¼ 693 (700-2¼) | | | |
| LNAV MDA | 680-1 612 (600-1) | | 680-1¾ 612 (600-1¾) | 680-2 612 (600-2) |
| CIRCLING | 680-1 600 (600-1) | | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

# ROBER ONE ARRIVAL (ROBER.ROBER1) 10042

## ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence . . . .

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence . . . .

. . . . From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

MANCHESTER
114.4 MHT
Chan 91

ASPEN
N42°48.96′
W70°54.69′

BOSTON
112.7 BOS
Chan 74

GROTON
110.85 GON
Chan 45 (Y)

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

TRAIT
N41°17.08′
W71°55.06′
Expect to cross at FL240.

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′
Expect to cross at 12000′ and 250 KIAS.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NANTUCKET
116.2 ACK
Chan 109

PARCH
N41°05.95′
W72°07.24′

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

REPUBLIC

JOHN F. KENNEDY INTL

ROBER
N40°41.13′
W73°01.96′
Expect to cross at 9000′.

ERICK
N40°47.01′
W72°44.52′

HAMPTON
113.6 HTO
Chan 83

NOTE: Chart not to scale.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13,500 feet (SR-SS).



ST-610 (FAA)

| VOR/DME GON 110.85 Chan 45 (Y) | APP CRS 183° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 9 |
|---|---|---|

# VOR or GPS-A

## FISHERS ISLAND / ELIZABETH FIELD (ØB8)

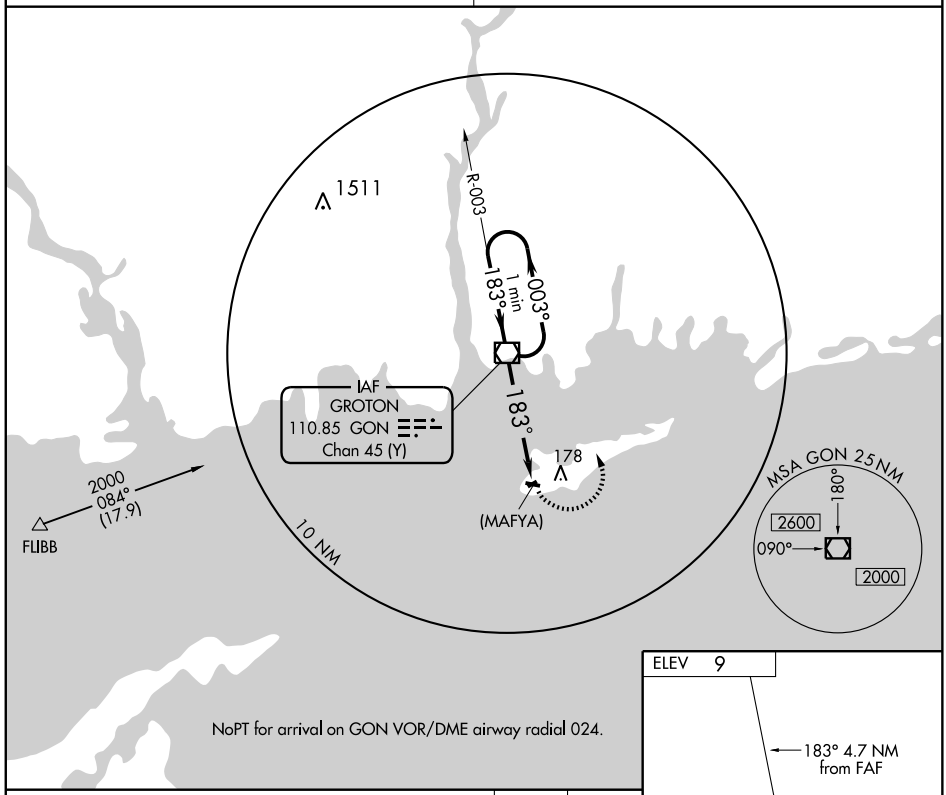
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Circling not authorized at night to Rwys 7 and 25.

NA

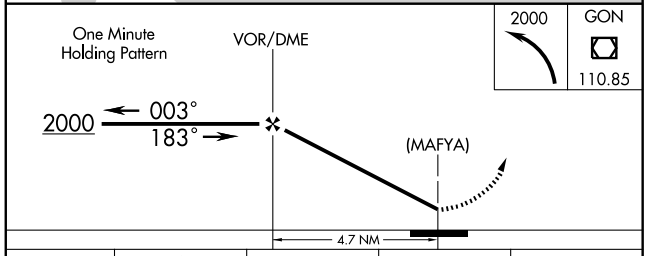
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

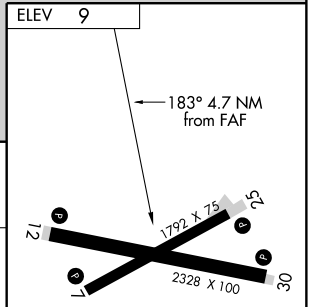
PROVIDENCE APP CON ★
**125.75 319.2**

UNICOM
**122.8** (CTAF) L




NoPT for arrival on GON VOR/DME airway radial 024.



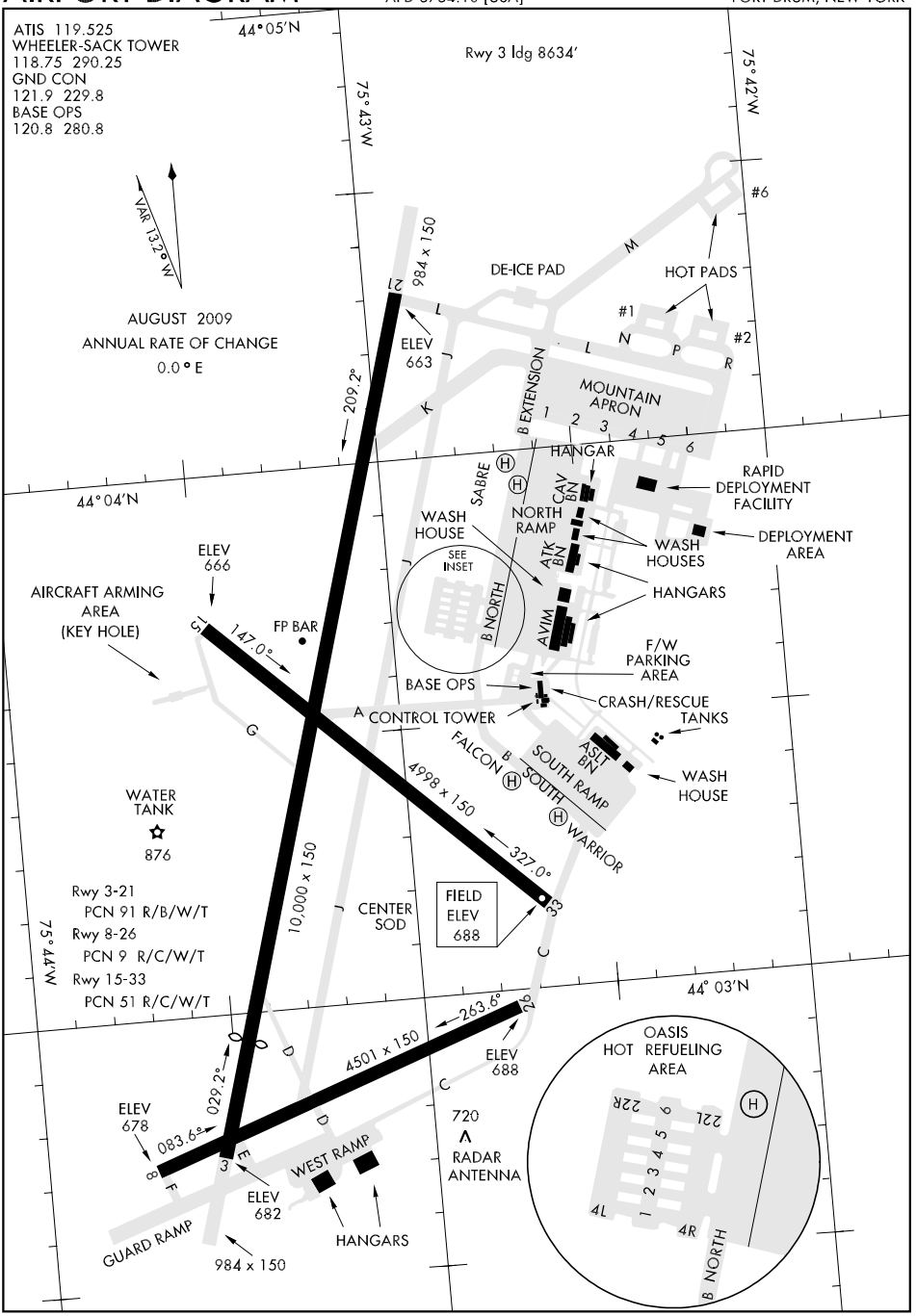

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 480-1 | 471 (500-1) | 480-1½<br>471 (500-1½) | NA |
| BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 560-1 | 551 (600-1) | 560-1½<br>551 (600-1½) | NA |

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 L

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NE-2. 08 APR 2010 to 06 MAY 2010


ATIS 119.525
WHEELER-SACK TOWER
118.75 290.25
GND CON
121.9 229.8
BASE OPS
120.8 280.8
44°05'N
75°43'W
75°42'W
Rwy 3 ldg 8634'
VAR 13.2°W
AUGUST 2009
ANNUAL RATE OF CHANGE
0.0° E
21
984 x 150
ELEV 663
209.2°
DE-ICE PAD
HOT PADS
#1
#2
#6
B EXTENSION
MOUNTAIN APRON
HANGAR
SABRE
CAV BN
RAPID DEPLOYMENT FACILITY
WASH HOUSE
NORTH RAMP
ATK BN
WASH HOUSES
DEPLOYMENT AREA
SEE INSET
B NORTH
AVIM
HANGARS
ELEV 666
AIRCRAFT ARMING AREA (KEY HOLE)
FP BAR
147.0°
F/W PARKING AREA
BASE OPS
CONTROL TOWER
CRASH/RESCUE
TANKS
FALCON
SOUTH RAMP
ASLT BN
WASH HOUSE
WATER TANK
876
4998 x 150
327.0°
WARRIOR
Rwy 3-21
PCN 91 R/B/W/T
Rwy 8-26
PCN 9 R/C/W/T
Rwy 15-33
PCN 51 R/C/W/T
10,000 x 150
CENTER SOD
FIELD ELEV 688
75°44'W
44° 03'N
263.6°
4501 x 150
ELEV 688
OASIS HOT REFUELING AREA
029.2°
083.6°
ELEV 678
720
RADAR ANTENNA
WEST RAMP
ELEV 682
HANGARS
GUARD RAMP
984 x 150
B NORTH
44°04'N

# HI-ILS or LOC RWY 3

| LOC I-AEZ | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 108.5 | 029° | 8634 / 685 / 688 |

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

ALSF-1 (A1)

†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
†Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5 I-AEZ Chan 22

WATERTOWN 109.8 ART Chan 35

R-045 045° 225° R-107 R-146 R-196

709 829 1269 1259

REMIE I-AEZ 4.3 /RADAR

KIMBO INT I-AEZ 8.5 /RADAR

JOGIN INT I-AEZ 18 /RADAR

R-5201

10 NM

(b) 139 209 (a) (c) 319 (c)

DME OR RADAR REQUIRED

2513

†† ALTERNATE MISSED APPROACH: Or when directed by ATC climb to 1200 then climbing left turn to 3000 via hdg 340° within 10 NM. (RADAR REQUIRED).

15,000 196° (14.3) 029° 209° LR-155

IAF CUPEN ART 14.3 DME N43°42.90' W76°05.25'

MSA ART T 2.5 NM 2500 260° 3600 010°

15,000 5000 ART 14.3 Arc

Use I-AEZ DME when on the localizer course. LOC only.

EMERG SAFE ALT 100 NM 7600

CUPEN ART 14.3 R-196 | JOGIN INT I-AEZ 18 ART R-146 /RADAR | KIMBO INT I-AEZ 8.5 ART R-107 /RADAR | 1200 | 5000 | ART | REMIE I-AEZ 4.3 /RADAR | LOC ONLY | I-AEZ 2.6 | I-AEZ 1.6

15,000 5000 3000 029° 1560 ART 14.3 Arc GS 3.00° TCH 66

4.2 NM 2.7 NM

ELEV 688

HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26
Rwy 3 ldg 8634'

763 876 10,000 × 150 4998 × 150 4501 × 150 TDZE 685 720

029° 6.9 NM from FAF

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 3 * | 885 - ½ | 200 (200-½) | |
| S-LOC 3 ** | 1560 - 2<br>875 (900-2) | 1560 - 2¼<br>875 (900-2¼) | 1560 - 2½<br>875 (900-2½) |
| CIRCLING † | 1560 - 2½<br>872 (900-2½) | 1560 - 2¾<br>872 (900-2¾) | 1560 - 3<br>872 (900-3) |
| DME MINIMUMS | | | |
| S-LOC 3 *** | 1080 -¾<br>395 (400-¾) | | 1080 - 1<br>395 (400-1) |
| CIRCLING † | 1180 - 1½<br>492 (500-1½) | 1240 - 2<br>552 (600-2) | 1520 - 3<br>832 (900-3) |

FAF to MAP 6.9 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:27 | 2:57 | 2:35 | 2:18 | 2:04 |

# HI-ILS or LOC RWY 21

| LOC I-GTB | APCH CRS | Rwy ldg 10,000 TDZE 677 Arpt Elev 688 |
|---|---|---|
| 108.5 | 209° | |

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

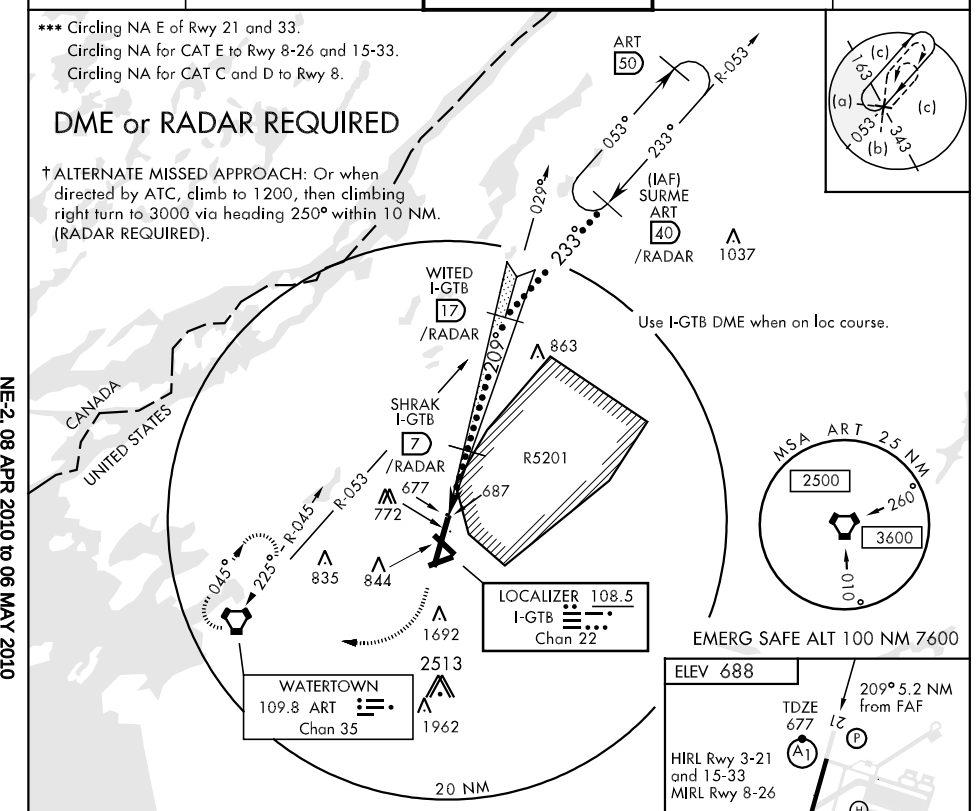
† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

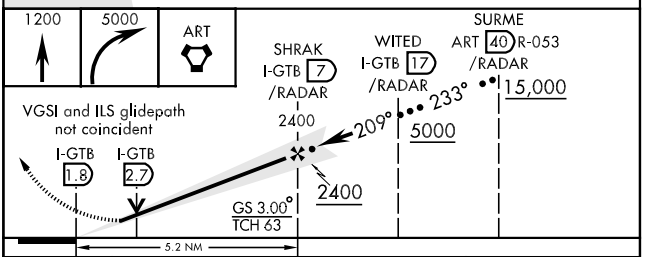
| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

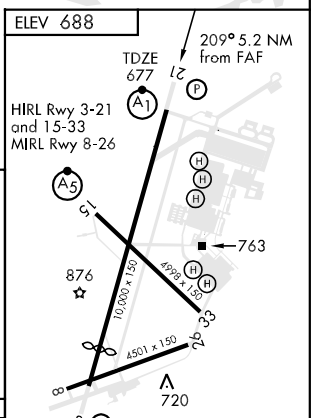
*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

## DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 21* | 877 - ½ | 200 | (200-½) |
| S-LOC 21** | 1020 ¾ | 343 | (300-¾) |
| CIRCLING*** | 1180 - 1½<br>492 (500-1½) | 1240 - 2<br>552 (600-2) | 1520 - 3<br>832 (900-3) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |

# ILS or LOC RWY 3

| LOC I-AEZ | APCH CRS | Rwy ldg | 8634 |
|---|---|---|---|
| 108.5 | 029° | TDZE | 685 |
| | | Arpt Elev | 688 |

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

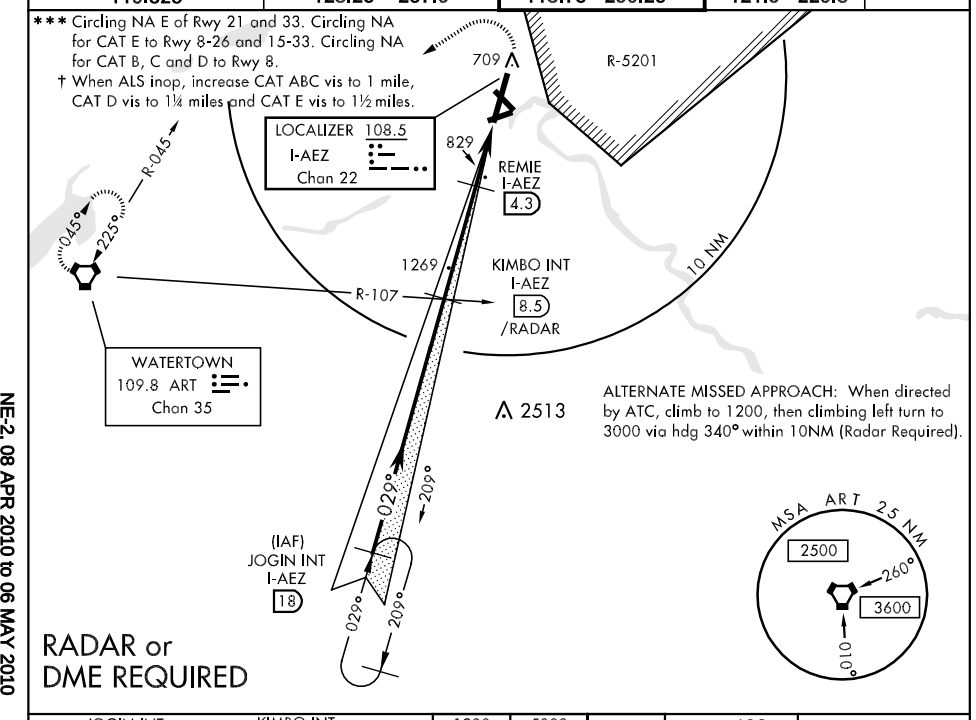
▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½ miles, CAT D vis to 2¾ miles, and CAT E vis to 3 miles.

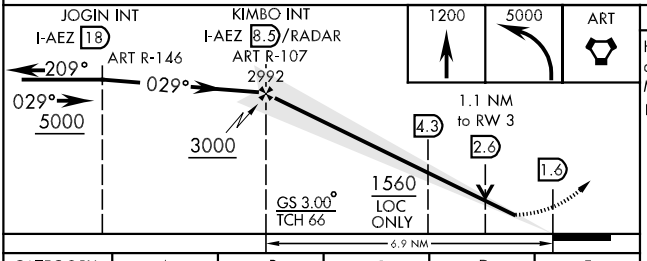
ALSF-1 (A1)

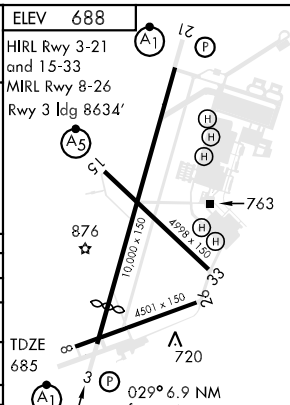
MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles and CAT E vis to 1½ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 3 * | 885-½ 200 (200-½) | | | | |
| S-LOC 3 ** | 1560-½ 875 (900-½) | 1560-¾ 875 (900-¾) | 1560-2 875 (900-2) | 1560-2¼ 875(900-2¼) | 1560-2½ 875(900-2½) |
| *** CIRCLING | 1560-1 872 (900-1) | 1560-1¼ 872 (900-1¼) | 1560-2½ 872 (900-2½) | 1560-2¾ 872(900-2¾) | 1560-3 872 (900-3) |
| DME MINIMUMS | | | | | |
| S-LOC 3 † | 1080-½ 395 (400-½) | | 1080-¾ 395 (400-¾) | | 1080-1 395 (400-1) |
| *** CIRCLING | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |

# ILS or LOC RWY 21

| LOC I-GTB | APCH CRS | Rwy ldg 10,000 / TDZE 677 / Arpt Elev 688 |
|---|---|---|
| 108.5 | 209° | |

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

CANADA
UNITED STATES

DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).

029° 209°
(IAF)
WITED
I-GTB
17
/RADAR
029°
209°
10 NM
SHRAK
I-GTB
7
/RADAR
LOCALIZER 108.5
I-GTB
Chan 22
R-5201
709
5000
053°
(29.1)
R-045
045°
225°
WATERTOWN
109.8 ART
Chan 35
MSA ART 25 NM
2500
260°
3600
010°

ELEV 688
209° 5.2 NM from FAF
TDZE
677
21
P
A1
A5
5
H
763
876
10,000 x 150
4999 x 150
15
33
A501 x 150
8
720
Rwy 3 ldg 8634'
3
P
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

1200 | 5000 | ART

VGSI and ILS glidepath not coincident

I-GTB 7 /RADAR SHRAK
2400
I-GTB 17 /RADAR WITED
209° 029°
209°
2400
5000
.9 NM to RW 21
2.7
1.8
GS 3.00°
TCH 63
5.2 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21* | 877-½ | | 200 (200-½) | | |
| S-LOC 21 ** | 1020-½ 343 (400-½) | | 1020- ¾ 343 (400-¾) | | |
| CIRCLING *** | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |

# NDB RWY 15

| NDB GTB 257 | APCH CRS 142° | Rwy ldg 4998 TDZE 687 Arpt Elev 688 | AL-5754 [USA] |
|---|---|---|---|

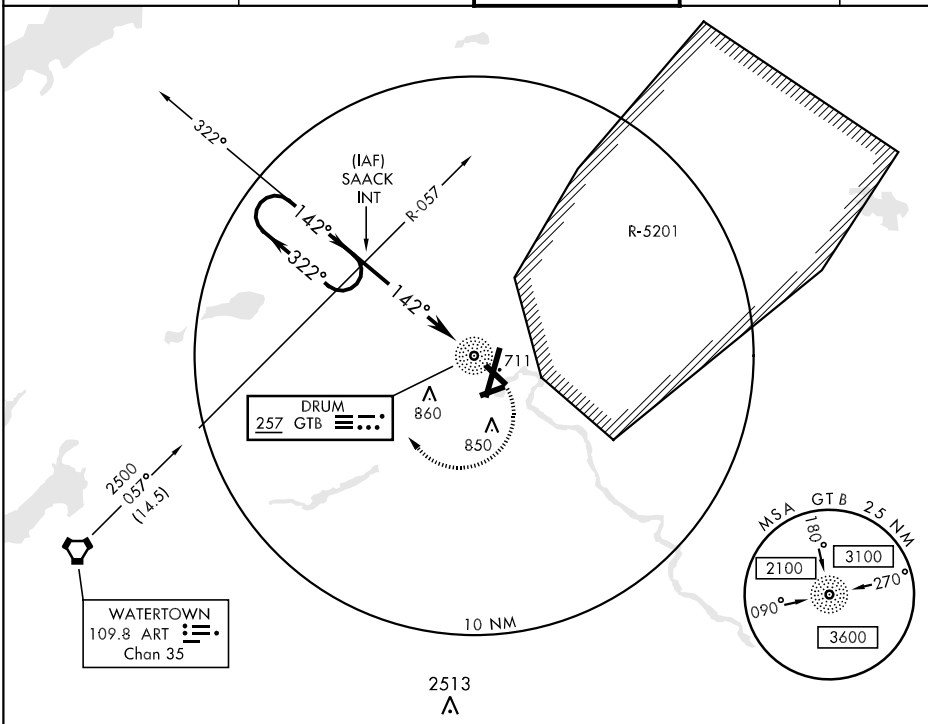
WHEELER-SACK AAF (KGTB)

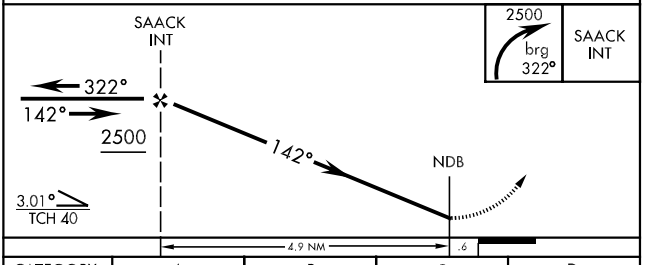
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

MALSR (A5)

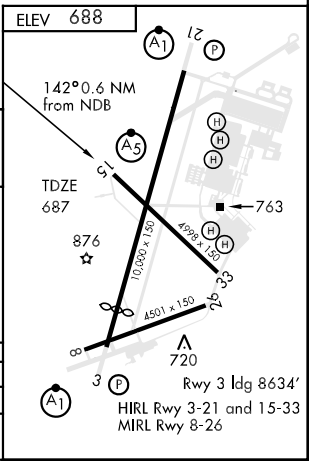
MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15* | 1100-½ | 413 (500-½) | 1100-¾ | 413 (500-¾) |
| CIRCLING** | 1180-1 | 492 (500-1) | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |






44°03'N-75°43'W

# NDB RWY 33

| NDB GTB 257 | APCH CRS 327° | Rwy ldg 4998 TDZE 688 Arpt Elev 688 |
|---|---|---|

AL-5754 [USA]

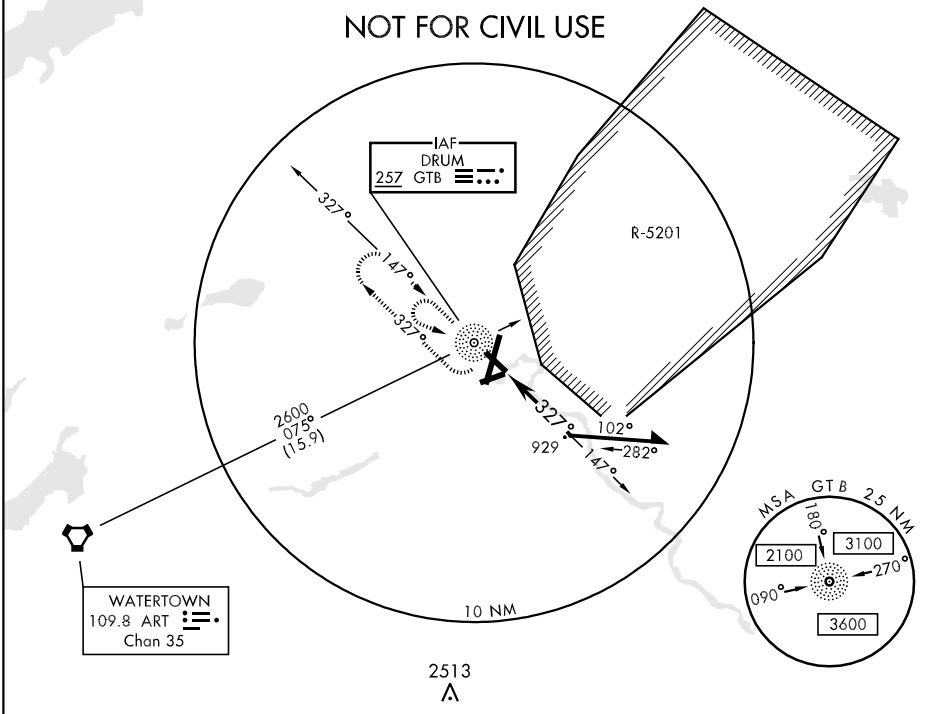
WHEELER-SACK AAF (KGTB)

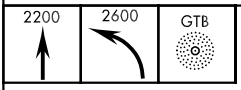
* Circling NA E of Rwy 21 and 33.

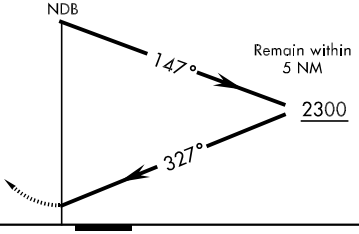
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

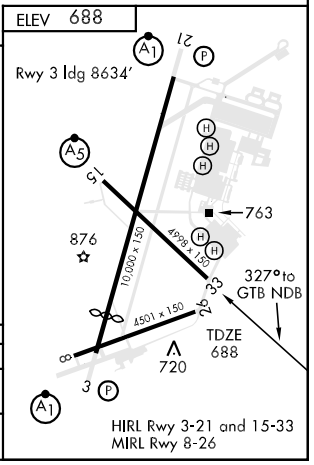
| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

NOT FOR CIVIL USE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1320-1 632 (700-1) | NOT AUTHORIZED | | |
| CIRCLING* | 1320-1 632 (700-1) | NOT AUTHORIZED | | |

# RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

| WAAS | APCH CRS | Rwy ldg | 8634 |
|---|---|---|---|
| Chan 93714 | 029° | TDZE | 685 |
| W03A | | Arpt Elev | 688 |

AL-5754 [USA]

▼ * When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

**** Circling NA E of Rwy 21 and 33.
**** Circling NA for CAT BCD to Rwy 8.
**** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems, LNAV/VNAV NA BELOW -16°C (4°F) or above 48°C (118°F)

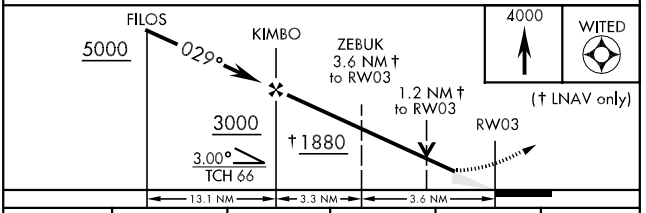
PROCEDURE NA FOR ARRIVAL AT ART VORTAC VIA V29-423 NORTHBOUND

WATERTOWN
109.8 ART
Chan 35

MSA RW03 25 NM
3600

6 NM
029°
209°
R-5201
WITED
860
710
RW03
(3.6)
ZEBUK
1880
(3.3)
1672
(FAF)
KIMBO
3000
029°
(13.1)
2513
5000
173°
(12.9)
(NoPT)
5000
119°
(5)
(IAF)
DOBTE
FILOS
(NoPT)
5000
353°
(5)
(IAF)
JESBI
5000
033°
(16.4)
FLOOR INT

ELEV 688
Rwy 3 ldg 8634'
763
876
10,000 x 150
4998 x 150
4501 x 150
720
TDZE
685
029° to RW03
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA * | 885-½ 200 (200-½) | | | | |
| LNAV/VNAV DA ** | 1040-¾ 355 (400-¾) | | | | |
| *** LNAV MDA | 1140-½ 455 (500-½) | | 1140-¾ 455(500-¾) | 1140-1 455 (500-1) | |
| **** CIRCLING | 1180-1 492 (500-1) | | 1180-1½ 492(500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |

# RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

| APCH CRS | Rwy ldg | 4998 |
|---|---|---|
| 147° | TDZE | 687 |
| | Arpt Elev | 688 |

AL-5754 [USA]

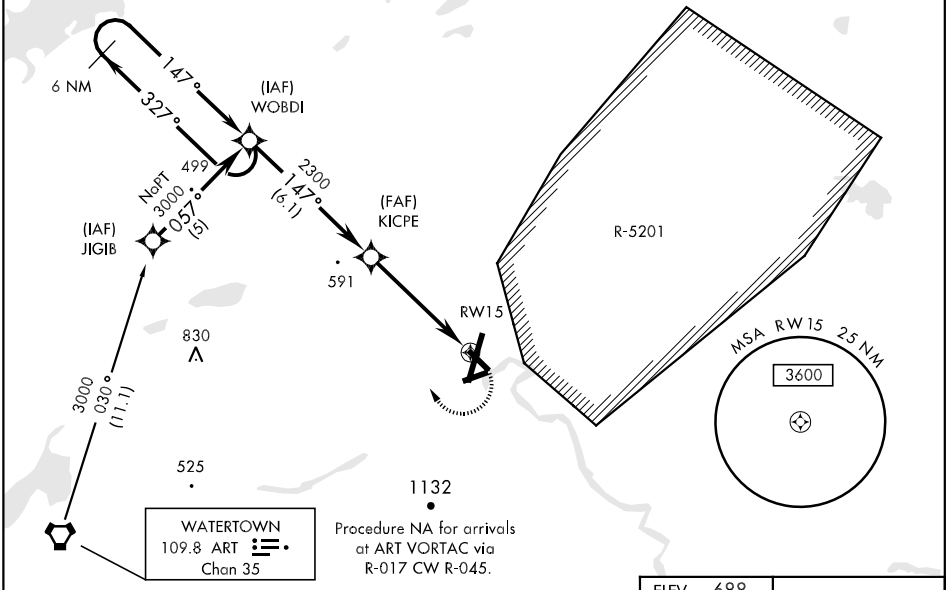
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

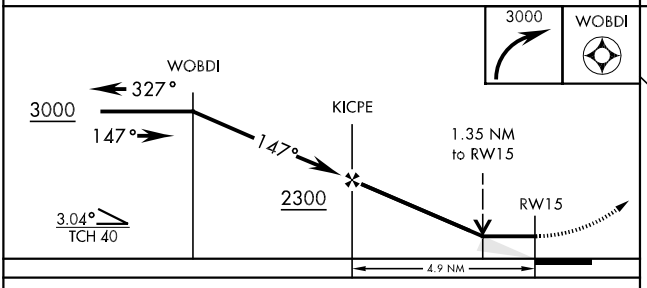
MALSR (A5)

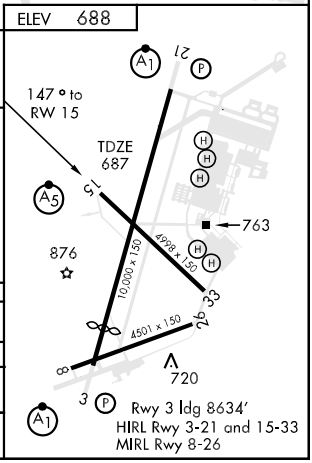
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA * | 1140-½ 453 (500-½) | | 1140-¾ 453 (500-¾) | 1140-1 453 (500-1) |
| CIRCLING ** | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |

# RNAV (GPS) RWY 21

WHEELER-SACK AAF (KGTB)

| WAAS | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| Ch 63007 | 209° | TDZE 677 |
| W21A | | Arpt Elev 688 |

AL-5754 [USA]

*When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
**When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.

(IAF) PIRTE — 3900 — 119° (5) — WITED

WITED — 2400 — 209° (10) — (FAF) SHRAK

SHRAK — RW21 — 799

WODEG — 3900 — 045° (27.3) — R-045 — 046° — 226°

R-5201

MSA RW21 25 NM
3600

909

WATERTOWN
109.8 ART
Chan 35

3000 | WODEG | ART

VGSI and RNAV glidepath not coincident.

† LNAV only

WITED — 3900 — 209° — SHRAK — 2400 — .9 NM to RW21† — RW21

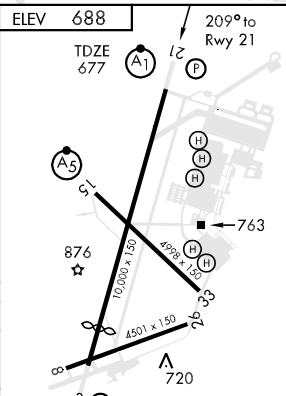
GS 3.00°
TCH 63

5.2 NM | 10 NM

ELEV 688

209° to Rwy 21

TDZE 677




Rwy 3 ldg 8634'
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA * | 877-½ 200 (200-½) | | | | |
| LNAV/VNAV DA ** | 1056-¾ 379 (400-¾) | | | | |
| LNAV MDA *** | 1020-½ 343 (400-½) | | 1020-¾ 343 (400-¾) | | |
| CIRCLING **** | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |

# RNAV (GPS) RWY 33

WHEELER-SACK AAF (KGTB)

| APCH CRS | Rwy Idg | 4998 |
|---|---|---|
| 327° | TDZE | 688 |
| | Arpt Elev | 688 |

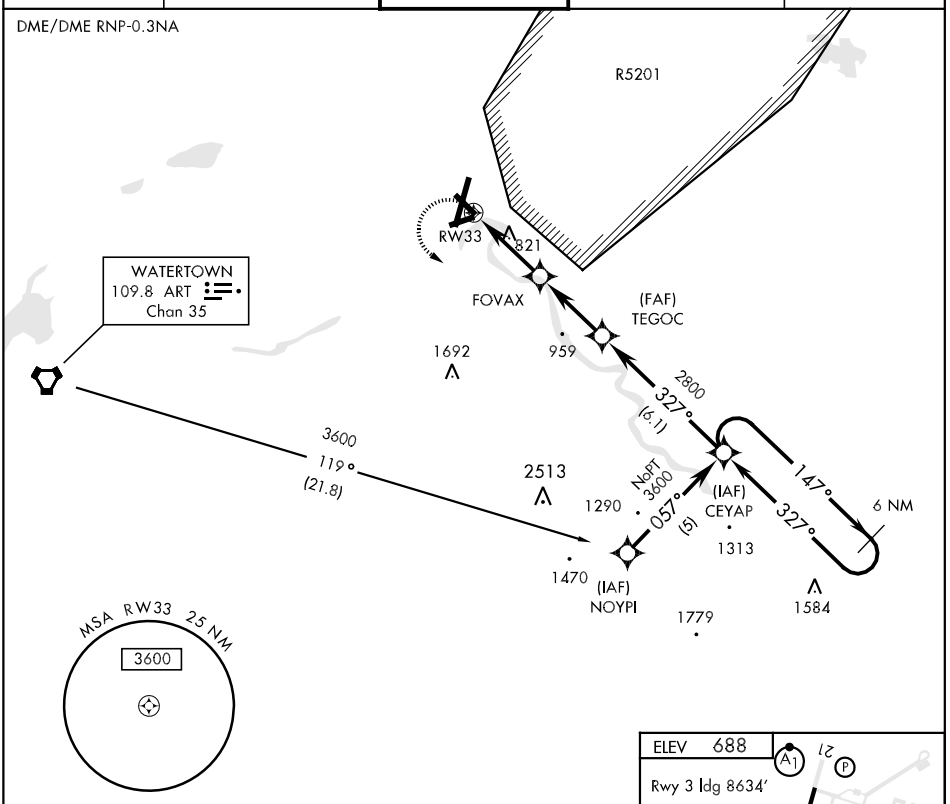
AL-5754 [USA]

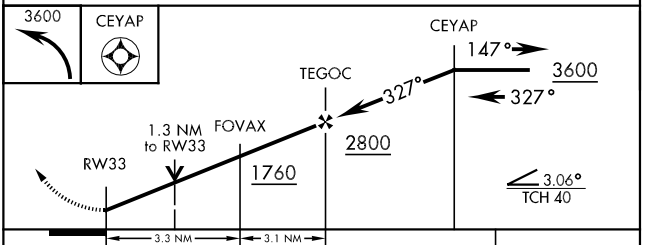
* Circling NA for CAT BCD to Rwy 8
* Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA.

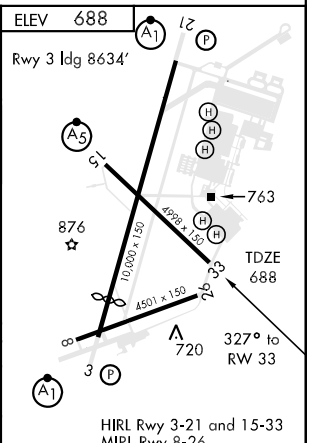
MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

DME/DME RNP-0.3NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 452 (500-1) | | 1140-1¼ 452 (500-1¼) | 1140-1½ 452 (500-1½) |
| CIRCLING * | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |

# VOR/DME RWY 8

| VORTAC ART 109.8 Chan 35 | APCH CRS 081° | Rwy ldg 4501 TDZE 683 Arpt Elev 688 |
|---|---|---|

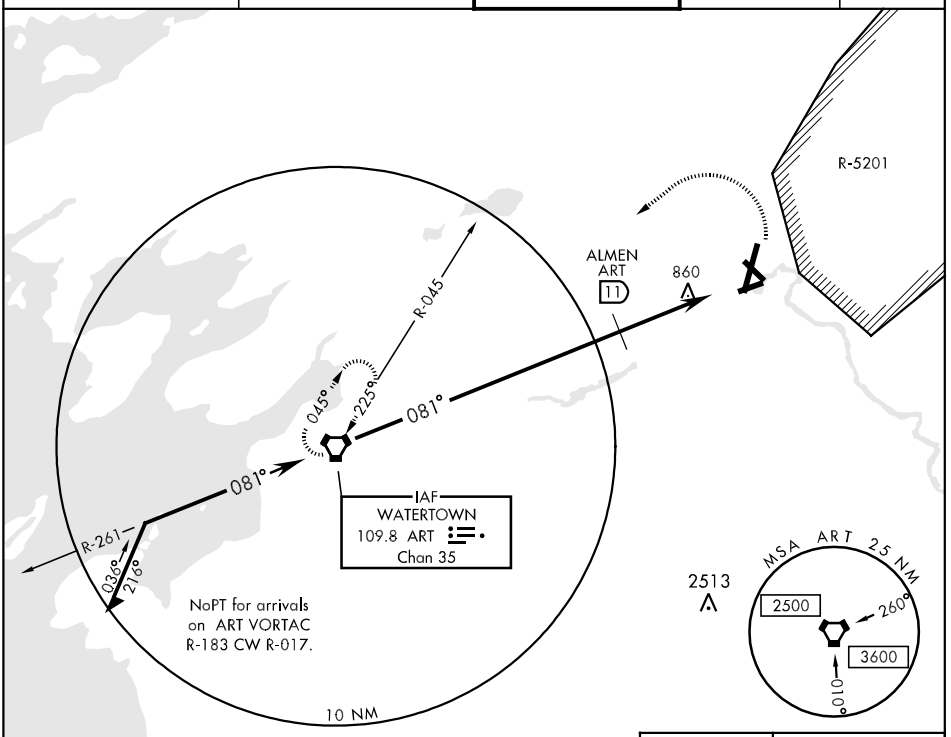
AL-5754 [USA]

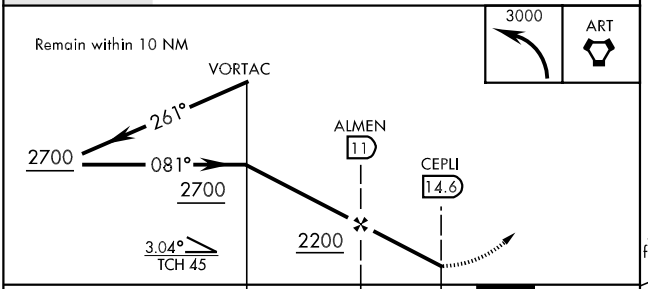
WHEELER-SACK AAF (KGTB)

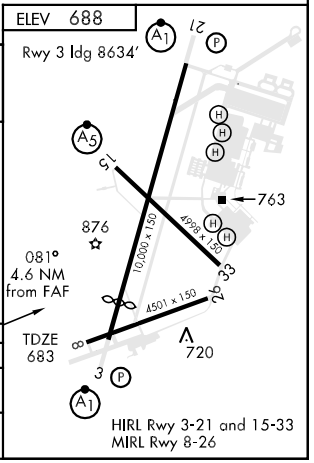
*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

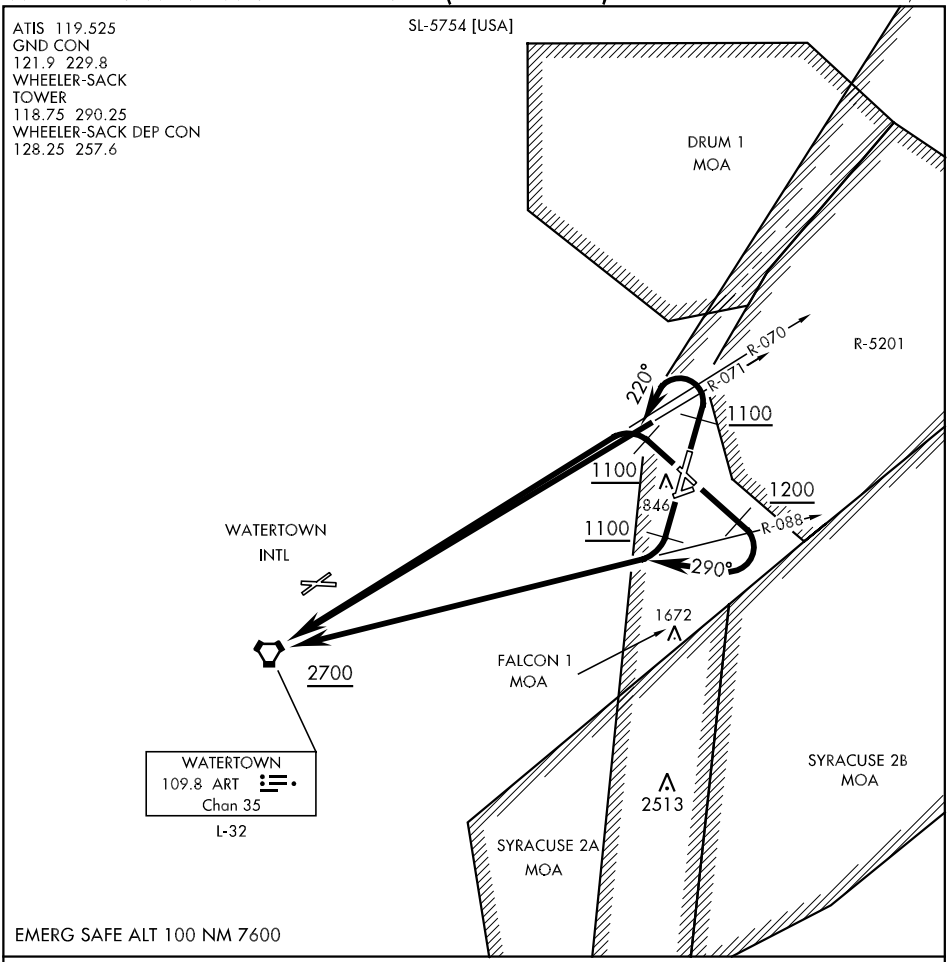
| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1140-1¼ 457 (500-1¼) | NOT AUTHORIZED | | |
| CIRCLING* | 1180-1¼ 492 (500-1¼) | NOT AUTHORIZED | | |




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

| LOC/DME I-FZY | APP CRS | Rwy Idg 5197 |
|---|---|---|
| 110.9 | 330° | TDZE 475 |
| Chan 46 | | Apt Elev 475 |

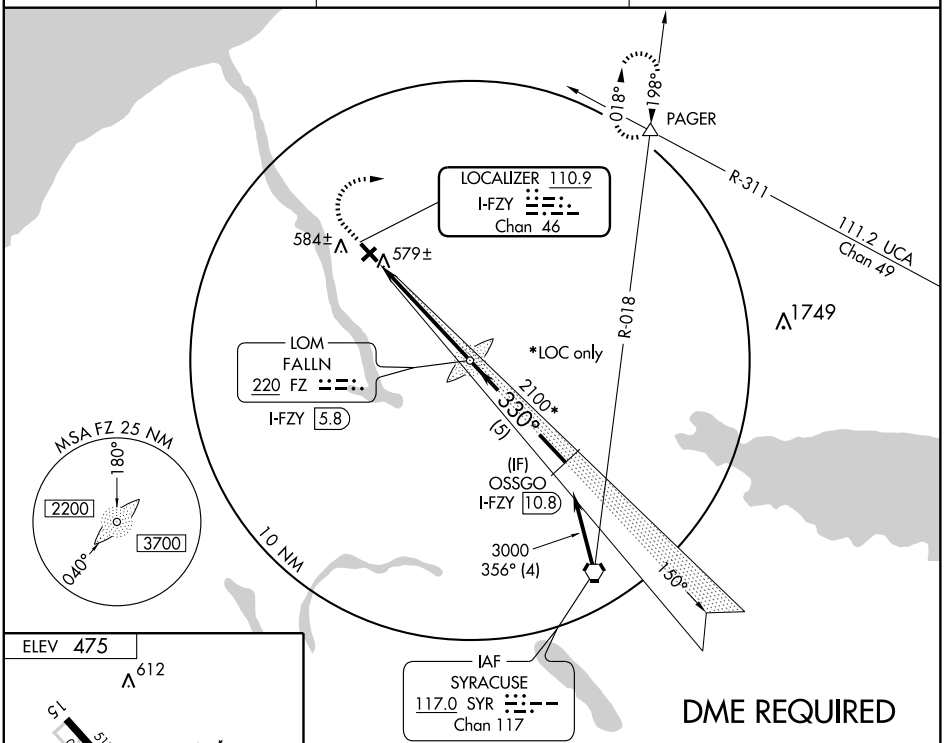
# ILS or LOC RWY 33

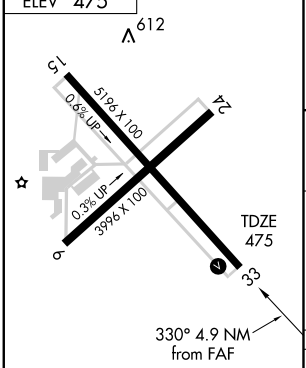
FULTON/OSWEGO COUNTY (FZY)

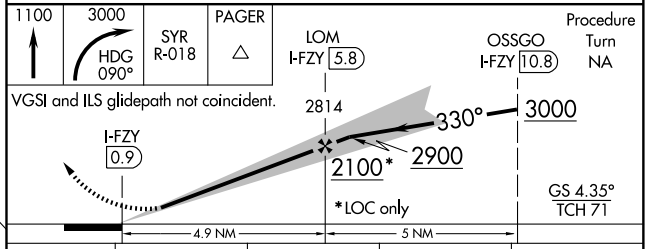
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

| ASOS | SYRACUSE APP CON | CTAF |
|---|---|---|
| 119.275 | 134.275 279.6 | 123.0 L |




REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 725-1 250 (300-1) | NA | | |
| S-LOC 33 | 840-1 365 (400-1) | | | 840-1¼ 365 (400-1¼) |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3996 |
|---|---|---|
| 240° | TDZE | 469 |
| | Apt Elev | 475 |

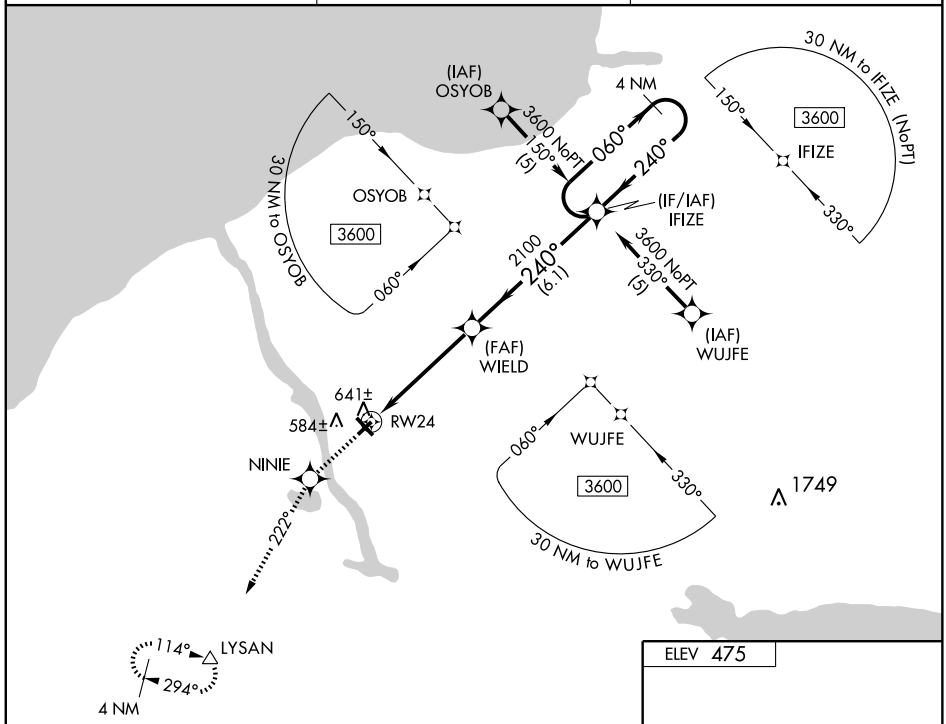
# RNAV (GPS) RWY 24

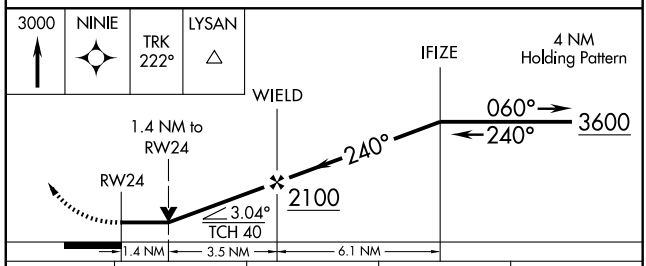
FULTON/OSWEGO COUNTY (FZY)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.

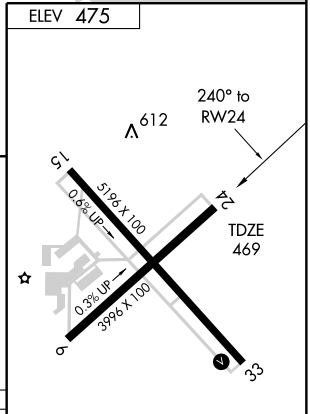
MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.

| ASOS | SYRACUSE APP CON | CTAF |
|---|---|---|
| 119.275 | 134.275 279.6 | 123.0 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 491 (500-1) | | 960-1¼ 491 (500-1¼) | 960-1½ 491 (500-1½) |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |




REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC SYR | APP CRS | Rwy Idg | 5197 |
|---|---|---|---|
| 117.0 | 336° | TDZE | 475 |
| Chan 117 | | Apt Elev | 475 |

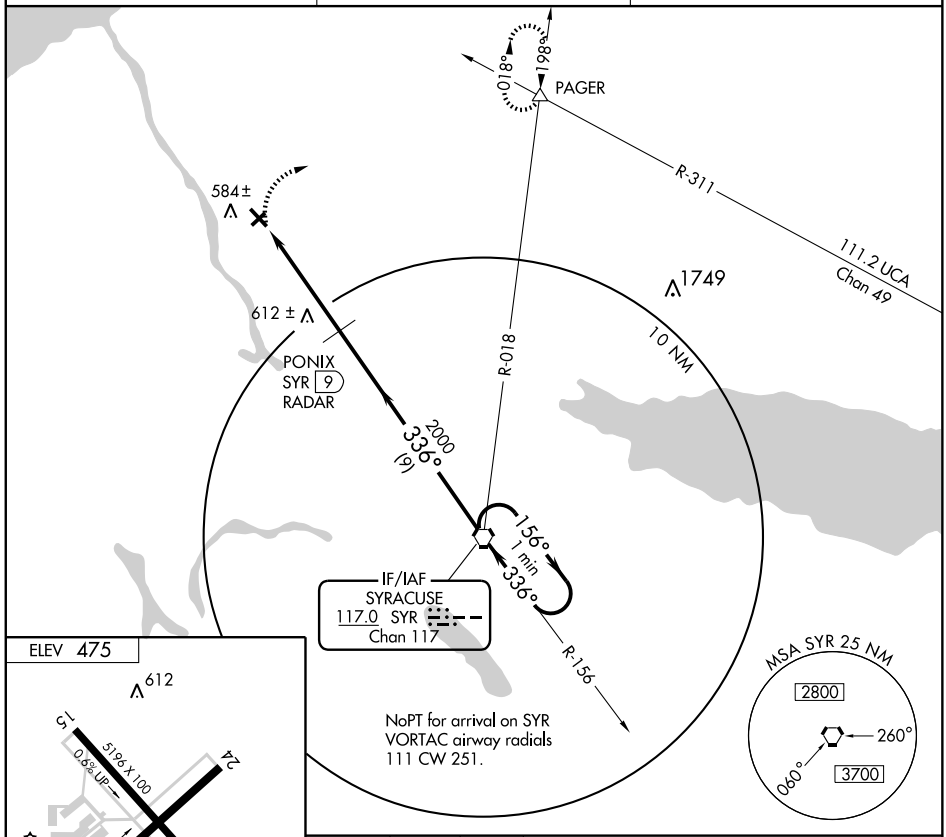
# VOR RWY 33

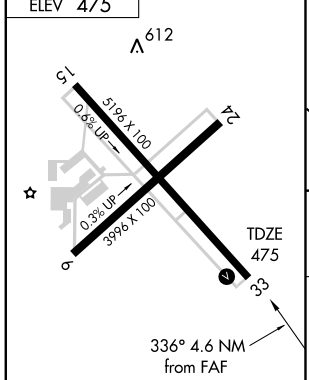
FULTON/ OSWEGO COUNTY (FZY)

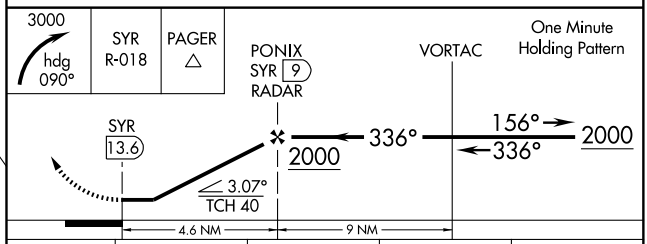
T DME or Radar Required. Visibility reduction by helicopters NA.
When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

| ASOS | SYRACUSE APP CON | CTAF |
|---|---|---|
| 119.275 | 134.275 279.6 | 123.0 L |




REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 880-1 | 405 (500-1) | 880-1¼ | 405 (500-1¼) |
| CIRCLING | 1000-1 | 525 (600-1) | 1000-1½ | 1040-2 |
| | | | 525 (600-1½) | 565 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-GFL | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.7 | 012° | TDZE | 324 |
| | | Apt Elev | 328 |

# ILS RWY 1

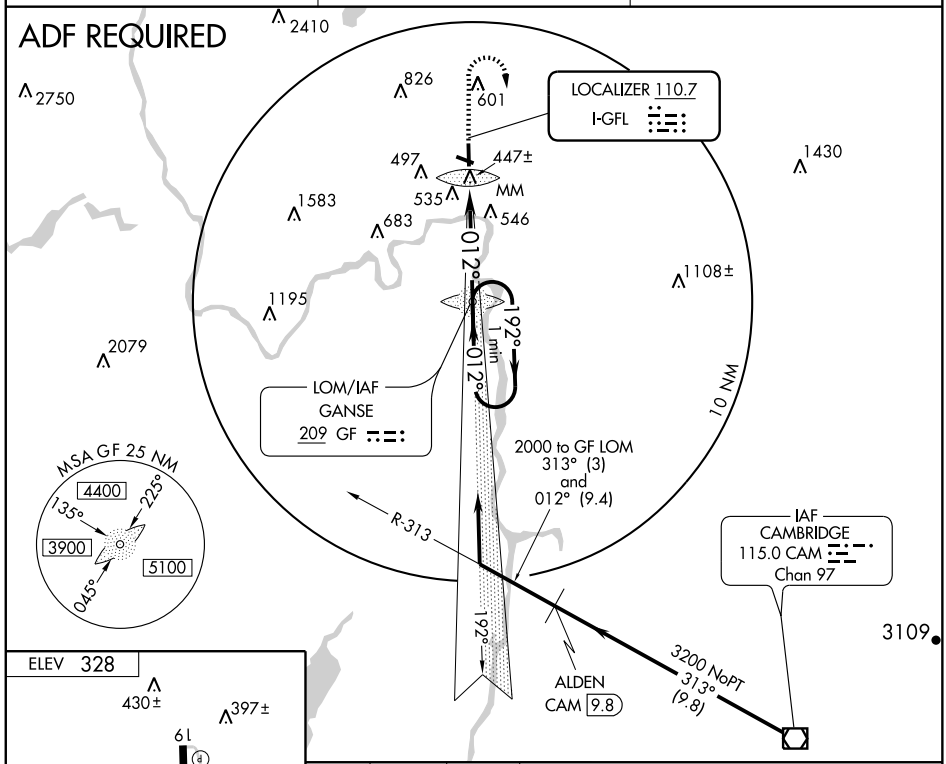
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

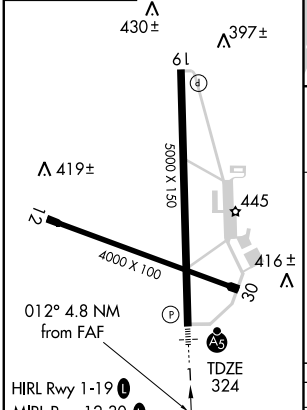
Inoperative table does not apply; Cat. D S-LOC-1 visibility increased ¼ mile for inoperative MALSR.

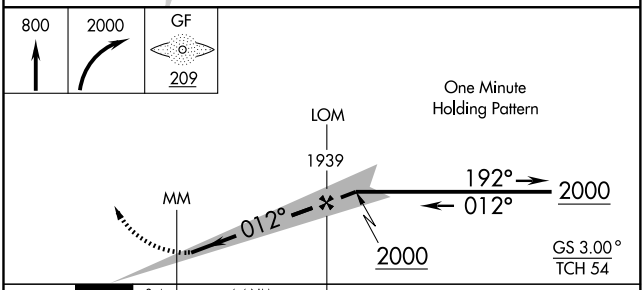
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct GF LOM and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 574-1 250 (300-1) | | | |
| S-LOC 1 | 700-1 376 (400-1) | | | |
| CIRCLING | 840-1 512 (600-1) | | 840-1½ 512 (600-1½) | 900-2 572 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 012° | TDZE | 324 |
| | Apt Elev | 328 |

# RNAV (GPS) RWY 1

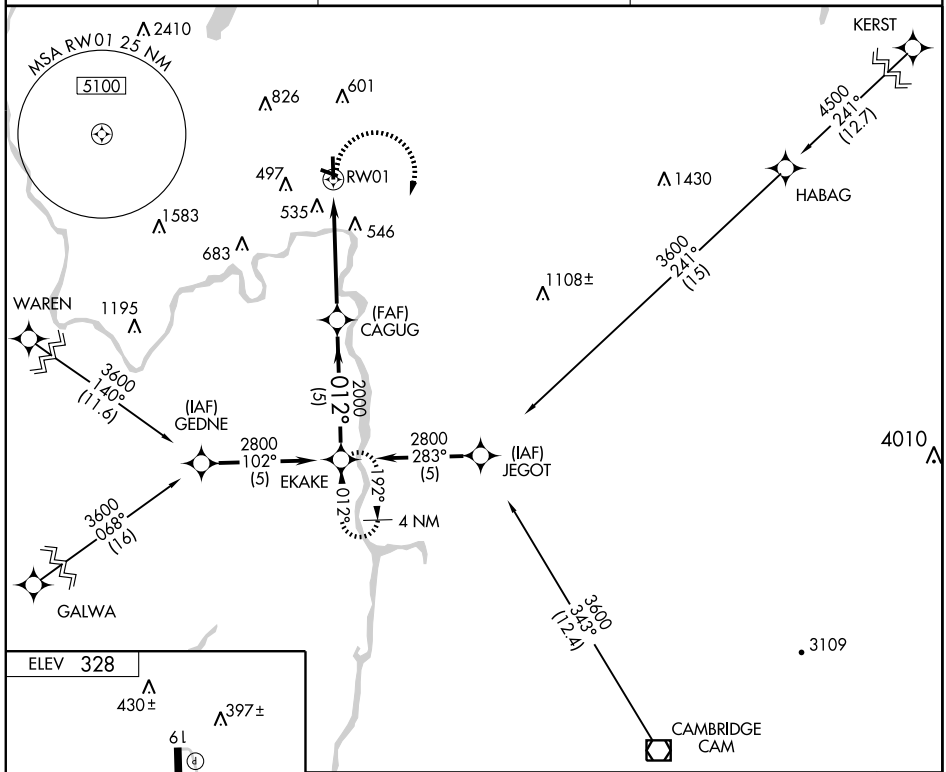
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

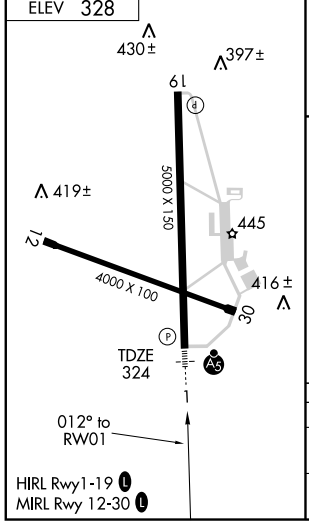
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to Cat A & B.

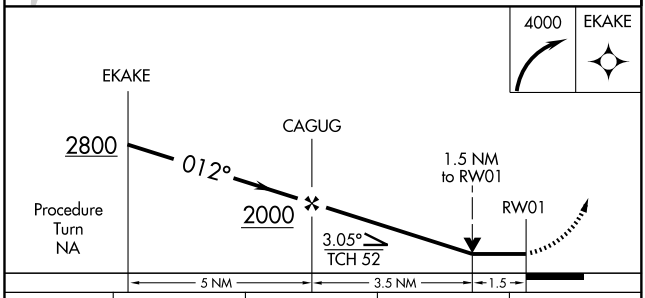
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct EKAKE WP and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 536 (600-1) | | | 860-1¼ 536 (600-1¼) |
| CIRCLING | 860-1 532 (600-1) | | 860-1½ 532 (600-1½) | 900-2 572 (600-2) |

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 124° | TDZE | 328 |
| | Apt Elev | 328 |

# RNAV (GPS) RWY 12

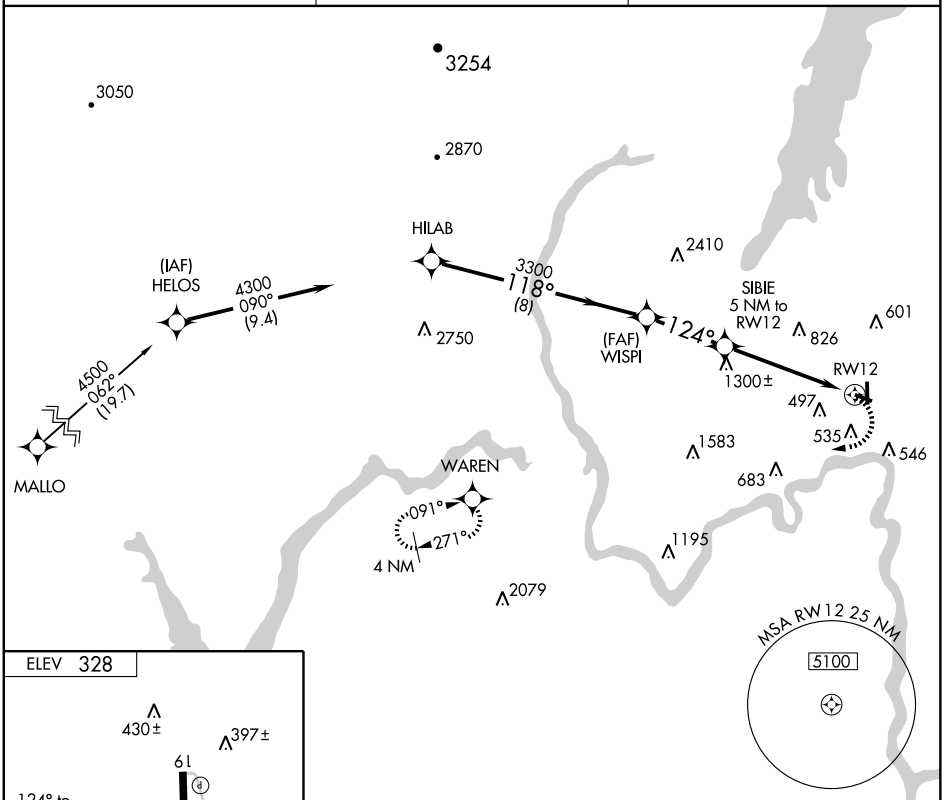
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

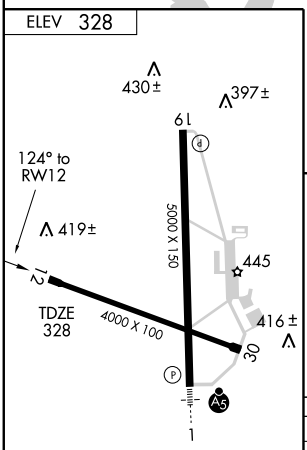
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

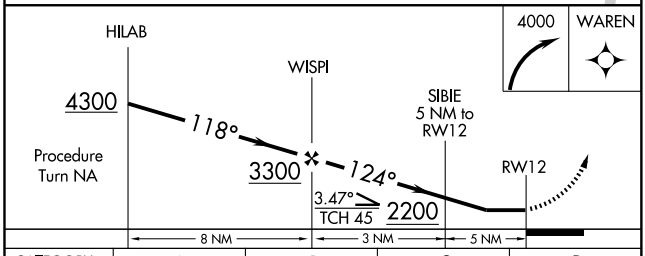
NA

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |
| CIRCLING | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 177° | TDZE | 327 |
| | Apt Elev | 328 |

# RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct EKAKE WP and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |

MSA JENAB 25 NM
5100
3254
2870
5100 051° (111.1)
GASSY
Procedure NA for arrival at Gassy Int on V203 Southeastbound.
2750
(IAF) GOCER
3800 087° (5)
FIKAT
3800 267° (5)
(IAF) HIRUS
5100 262° (13.2)
ENSON
2650
3800 177° (5.6)
(FAF) CIMOT
1439±
5100 320° (14.6)
GRISS
2410
DECAC 3.1 NM to JENAB
1079±
599±
601
826
(MAP) JENAB
1430
497
535
546
1583
683
1195

MISSED APCH FIX
EKAKE
192°
012°
4 NM

ELEV 328
430±
397±
6
TDZE 327
5000 X 150
419±
445
12
4000 X 100
416±
30
1

4000 EKAKE

CIMOT FIKAT
DECAC 3.1 NM to JENAB
Procedure Turn NA
177° 3800
177° 3800
JENAB
1680
3.50°
TCH 48
VGSI and descent angles not coincident.

0.5 3.1 NM 5.7 NM 5.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 | 533 (600-1) | 860-1½ 533 (600-1½) | 860-1¾ 533 (600-1¾) |
| CIRCLING | 860-1 | 532 (600-1) | 860-1½ 532 (600-1½) | 900-2 572 (600-2) |

HIRL Rwy1-19 L
MIRL Rwy 12-30 L

NE-2. 08 APR 2010 to 06 MAY 2010

GLENS FALLS, NEW YORK

AL-673 (FAA)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 305° | TDZE | 325 |
| | Apt Elev | 328 |

# RNAV (GPS) RWY 30

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |

MSA CENOX 25 NM
5100

2410
826
601
(MAP)
CENOX
497
1583
535
546
683
1430
3780
(FAF)
ERUPE
2300
305°
(6)
1108±
1195
CATIR
4200
297°
(7.3)
(IAF)
KOSPE
4010
6000
355°
(16.6)
3019
DORIS

MISSED APCH FIX
WAREN
091°
271°
4 NM

ELEV 328
430±
397±
6 l
5000 X 150
419±
445
12
4000 X 100
416±
30
TDZE
325
1

HIRL Rwy1-19 L
MIRL Rwy 12-30 L

4000
WAREN
CATIR
ERUPE
4200
305°
CENOX
2300
3.03°
TCH 45
Procedure
Turn
NA
0.8
5.2 NM
6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 695 (700-1) | 1020-2<br>695 (700-2) | 1020-2¼<br>695 (700-2¼) |
| CIRCLING | 1020-1 | 692 (700-1) | 1020-2<br>692 (700-2) | 1020-2¼<br>692 (700-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

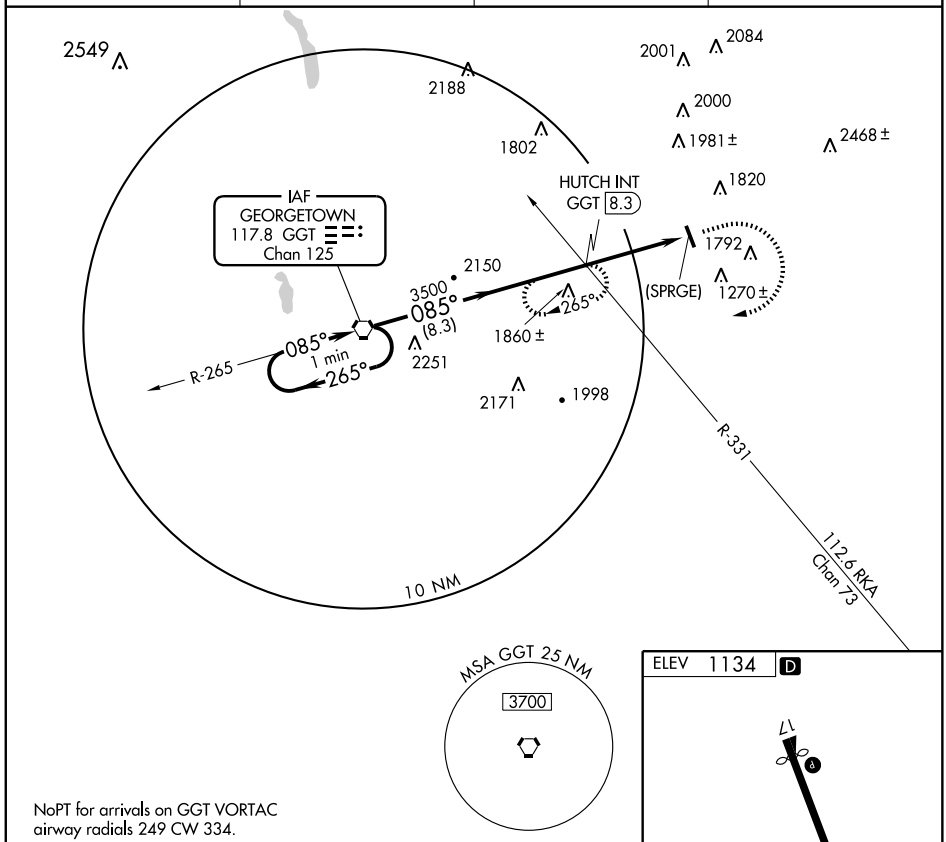
| VORTAC GGT 117.8 Chan 125 | APP CRS 085° | Rwy Idg TDZE Apt Elev | N/A N/A 1134 |
|---|---|---|---|

# VOR or GPS-A
## HAMILTON MUNI (VGC)

V A NA — Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH Int and hold.

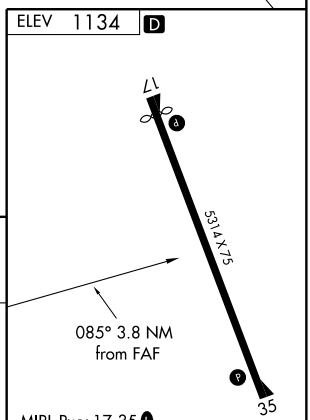
| AWOS-3 | SYRACUSE APP CON | UNICOM | |
|---|---|---|---|
| 119.425 | 126.125 269.125 | 123.0 (CTAF) | 122.7 L |

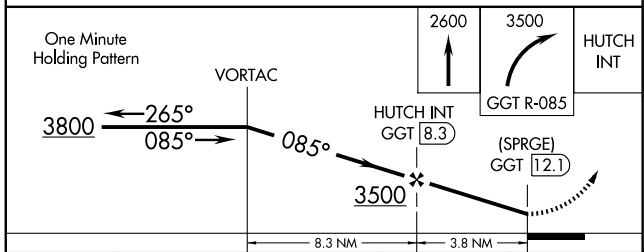






NoPT for arrivals on GGT VORTAC airway radials 249 CW 334.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2240-1¼ 1106 (1200-1¼) | 2240-1½ 1106 (1200-1½) | 2240-3 1106 (1200-3) | NA |

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 175° | TDZE | 1213 |
| | Apt Elev | 1220 |

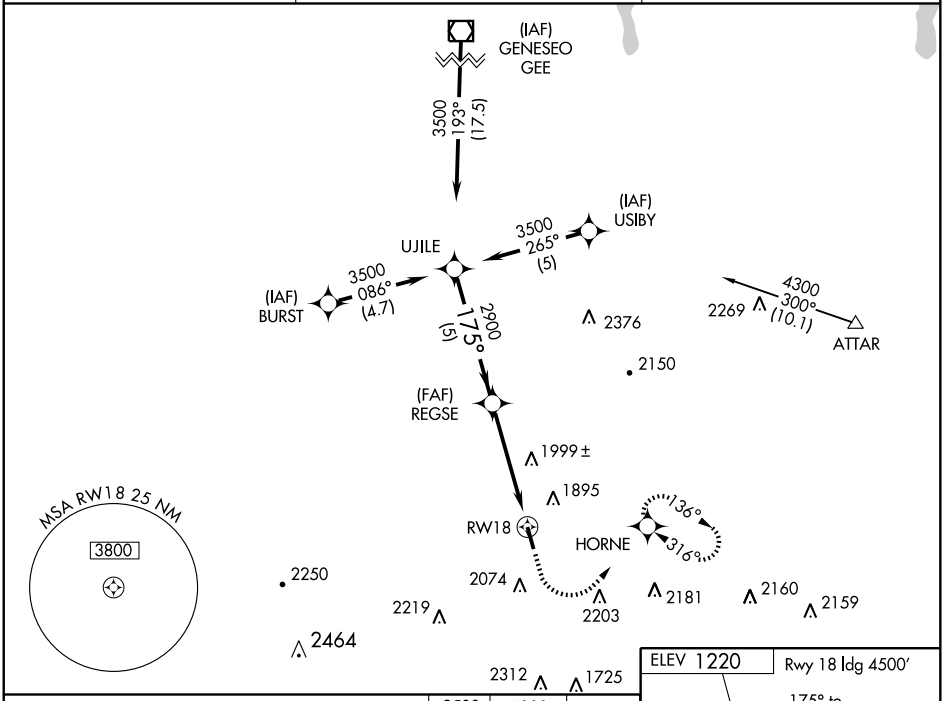
# GPS RWY 18
## HORNELL MUNI (4G6)

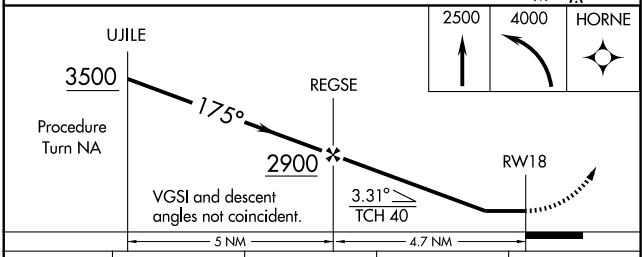
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

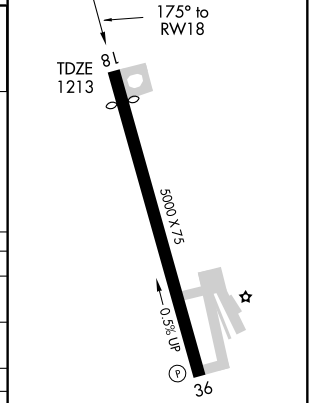
MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.850 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 2260-1¼<br>1047 (1100-1¼) | 2260-1½<br>1047 (1100-1½) | 2260-3<br>1047 (1100-3) | NA |
| CIRCLING | 2320-1¼<br>1100 (1100-1¼) | 2320-1½<br>1100 (1100-1½) | 2440-3<br>1220 (1300-3) | NA |
| ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 2520-1¼<br>1307 (1300-1¼) | 2520-1½<br>1307 (1300-1½) | 2520-3<br>1307 (1300-3) | NA |
| CIRCLING | 2600-1¼<br>1380 (1400-1¼) | 2600-1½<br>1380 (1400-1½) | 2700-3<br>1480 (1500-3) | NA |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 355° | TDZE | 1196 |
| | Apt Elev | 1220 |

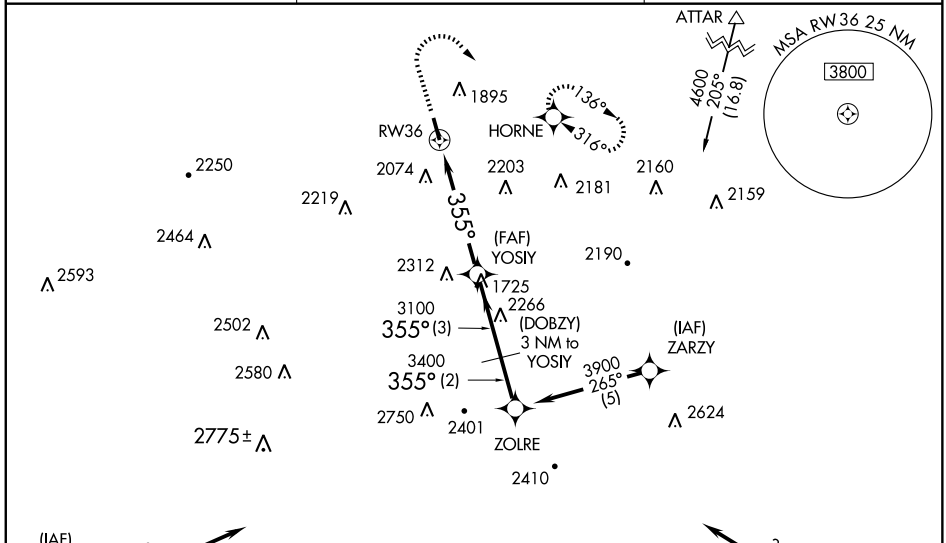
# GPS RWY 36
## HORNELL MUNI (4G6)

Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

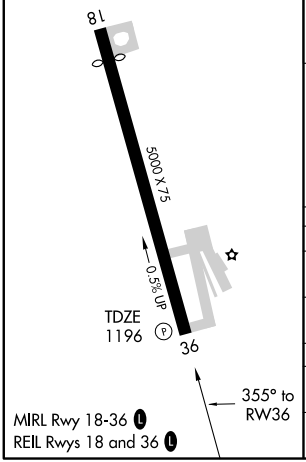
NA

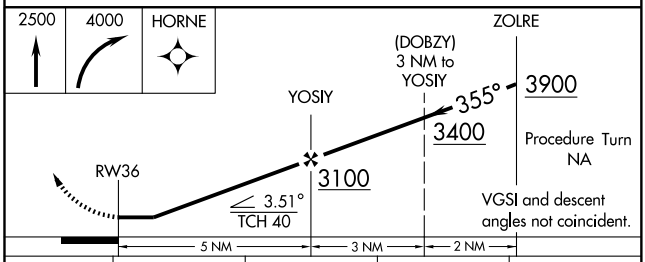
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.850 | 122.7 (CTAF) L |




ELEV 1220 Rwy 18 Idg 4500′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 2260-1¼<br>1064 (1100-1¼) | 2260-1½<br>1064 (1100-1½) | 2260-3<br>1064 (1100-3) | NA |
| CIRCLING | 2320-1¼<br>1100 (1100-1¼) | 2320-1½<br>1100 (1100-1½) | 2360-3<br>1140 (1200-3) | NA |
| ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 2520-1¼<br>1324 (1300-1¼) | 2520-1½<br>1324 (1300-1½) | 2520-3<br>1324 (1300-3) | NA |
| CIRCLING | 2600-1¼<br>1380 (1400-1¼) | 2600-1½<br>1380 (1400-1½) | 2620-3<br>1400 (1400-3) | NA |

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC ELZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 | 048° | TDZE | N/A |
| Chan 51 | | Apt Elev | 1220 |

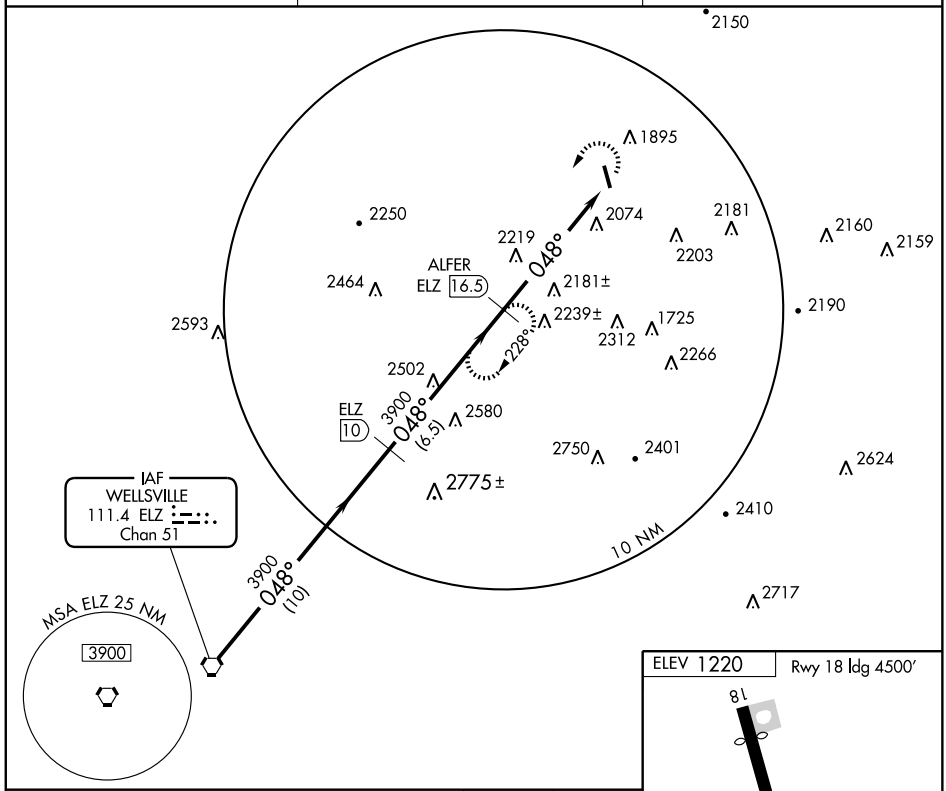
# VOR/DME-A
## HORNELL MUNI (4G6)

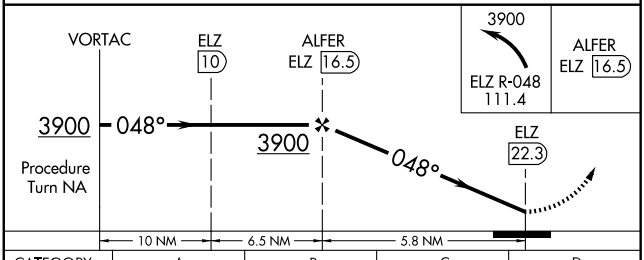
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

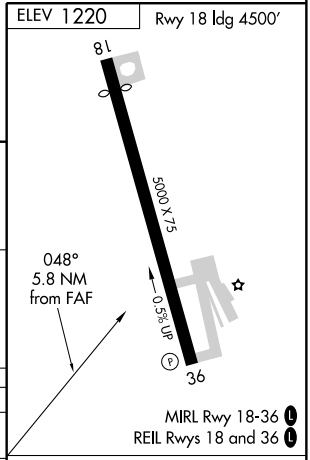
| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.850 | 122.7 (CTAF) L |




3900
ELZ R-048
111.4

ALFER
ELZ 16.5




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2440-1¼<br>1220 (1300-1¼) | 2440-1½<br>1220 (1300-1½) | 2440-3<br>1220 (1300-3) | NA |
| ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2700-1¼<br>1480 (1500-1¼) | 2700-1½<br>1480 (1500-1½) | 2700-3<br>1480 (1500-3) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-2. 08 APR 2010 to 06 MAY 2010

| NDB PFH 272 | APP CRS 027° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 198 |
|---|---|---|

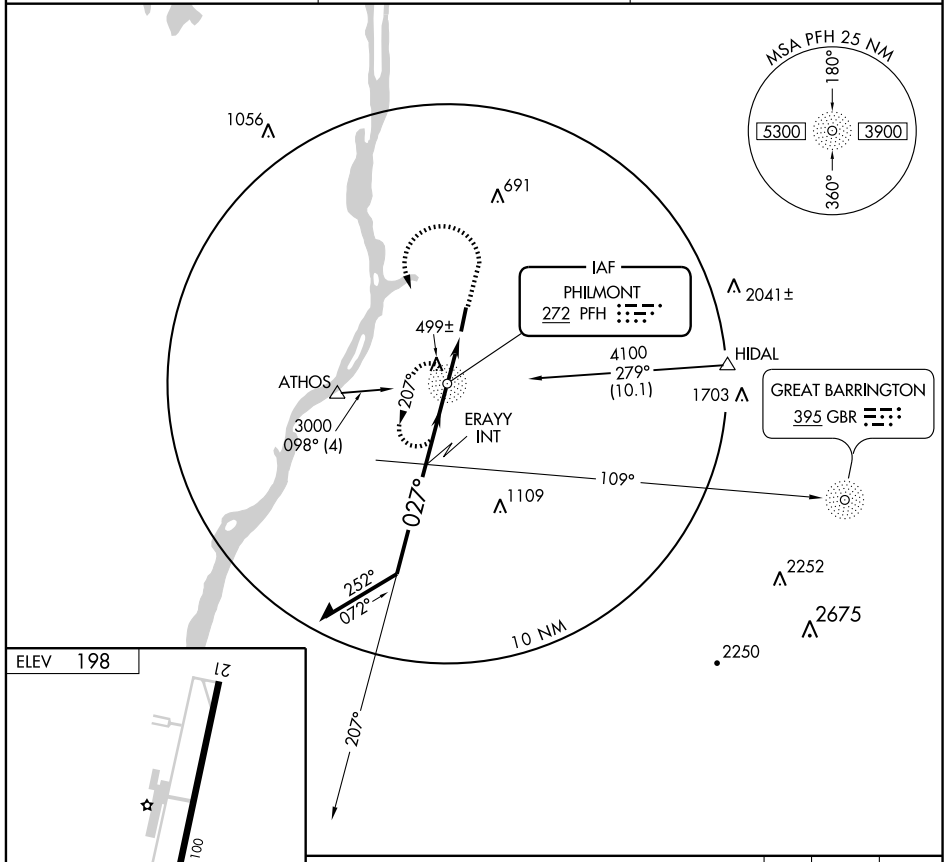
# NDB-A

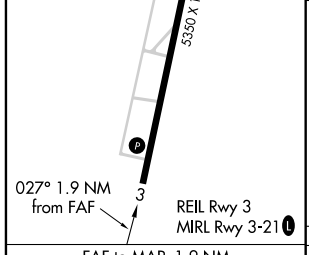
## HUDSON/COLUMBIA COUNTY (1B1)

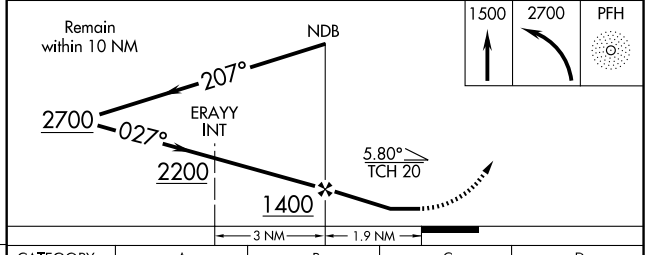
▼ NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |




| FAF to MAP 1.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>602 (700-1) | 820-1<br>622 (700-1) | 860-1¾<br>662 (700-1¾) | 920-2¼<br>722 (800-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5350 |
|---|---|---|---|
| CH 77715 | 025° | TDZE | 198 |
| W03A | | Apt Elev | 198 |

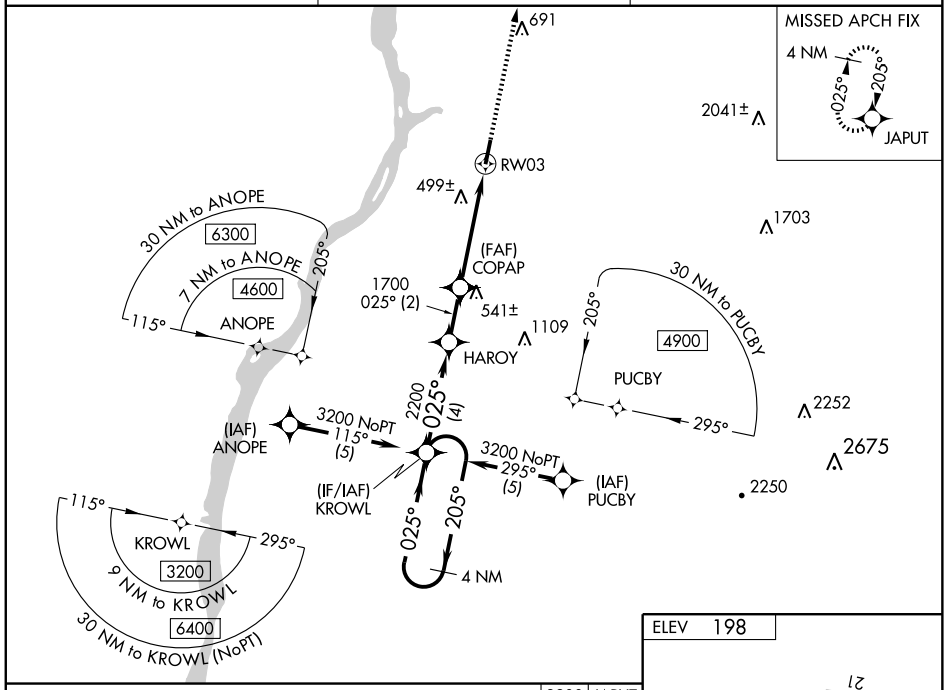
# RNAV (GPS) RWY 3

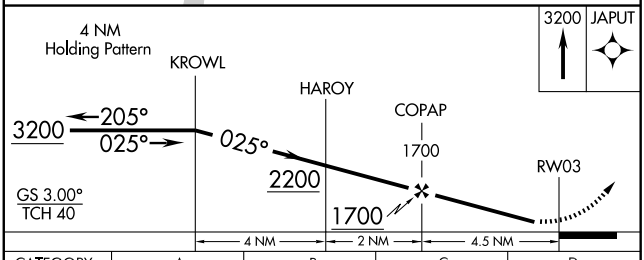
HUDSON/COLUMBIA COUNTY (1B1)

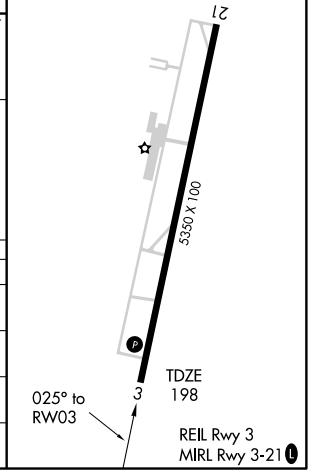
Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 500-1 302 (400-1) | | | |
| LNAV/VNAV DA | 842-2¼ 644 (700-2¼) | | | |
| LNAV MDA | 760-1 562 (600-1) | | 760-1½ 562 (600-1½) | 760-1¾ 562 (600-1¾) |
| CIRCLING | 760-1 562 (600-1) | 820-1 622 (700-1) | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 21

HUDSON/COLUMBIA COUNTY (1B1)

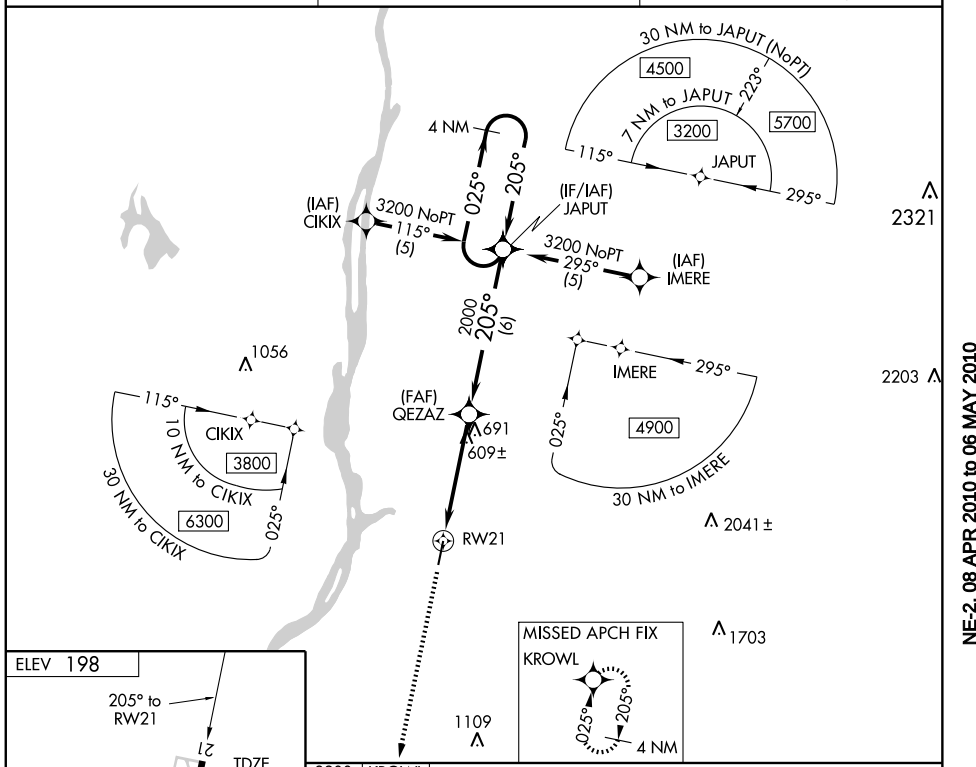
| WAAS | APP CRS | Rwy Idg | 5350 |
|---|---|---|---|
| CH 40215 | 205° | TDZE | 194 |
| W21A | | Apt Elev | 198 |

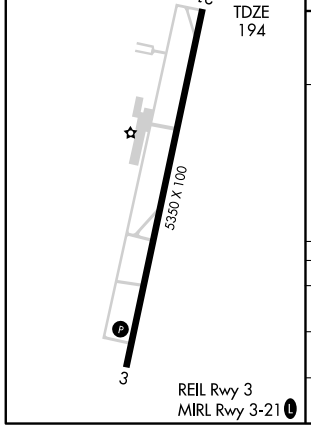
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

NA

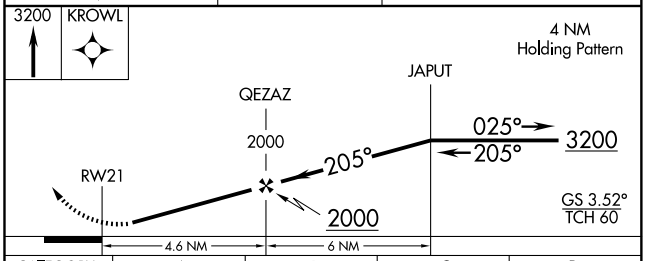
MISSED APPROACH: Climb to 3200 direct KROWL and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |




REIL Rwy 3
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 614-1¼ 420 (500-1¼) | | | NA |
| LNAV MDA | 860-1 666 (700-1) | | 860-1¾ 666 (700-1¾) | 860-2 666 (700-2) |
| CIRCLING | 860-1 662 (700-1) | | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

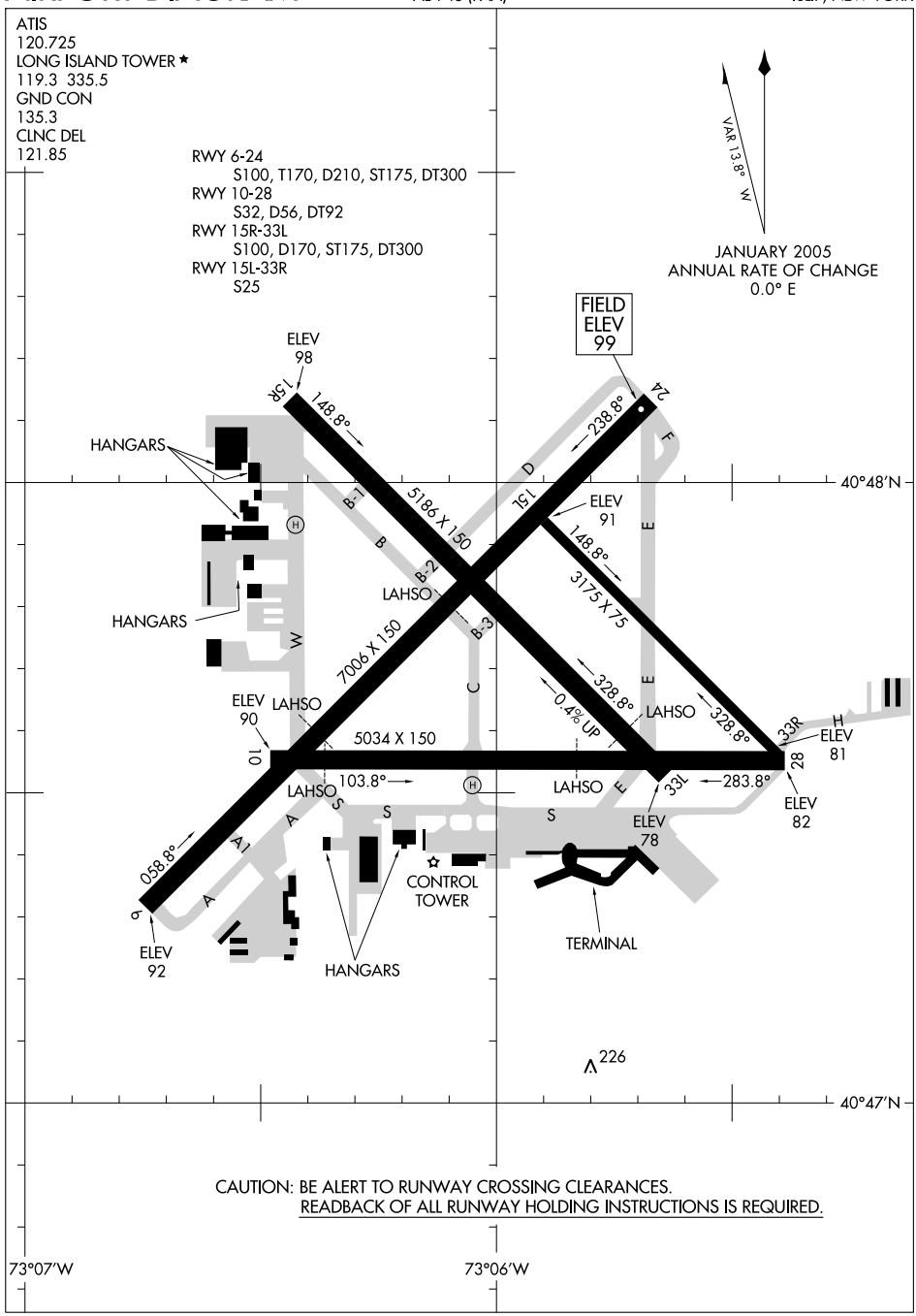
09183

# AIRPORT DIAGRAM

AL-948 (FAA)

ISLIP/ LONG ISLAND MACARTHUR (ISP)

ISLIP, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-ISP | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 108.3 | 059° | TDZE | 94 |
| | | Apt Elev | 99 |

# ILS or LOC RWY 6

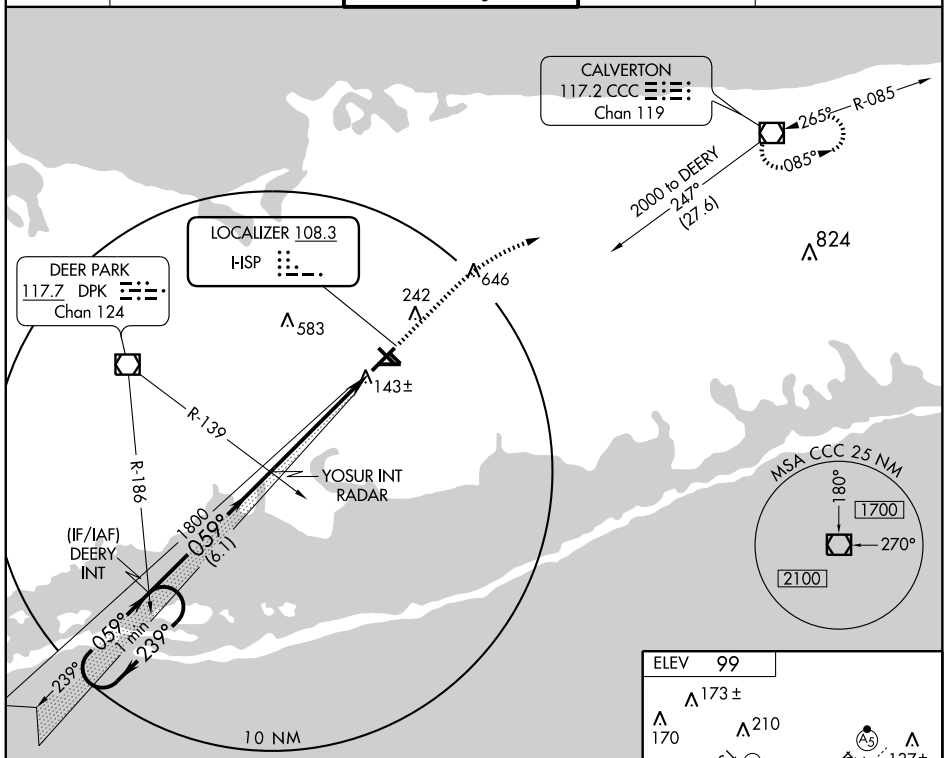
ISLIP/LONG ISLAND MAC ARTHUR (ISP)

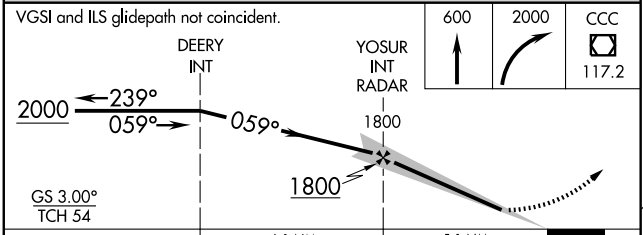
When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

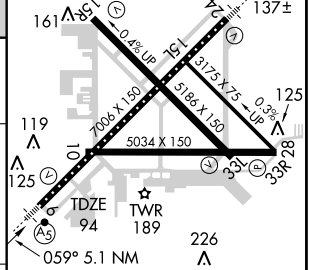
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | **294/24 200(200-½) | | | |
| S-LOC 6 | 400-24 306 (400-½) | | | 400/40 306 (400-¾) |
| CIRCLING | 580-1 481 (500-1) | | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-RXN | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 108.3 | 239° | TDZE | 99 |
| | | Apt Elev | 99 |

# ILS or LOC RWY 24

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

**RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER* | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |

ALTERNATE MISSED APCH FIX

108.8 BDR Chan 25 R-082 082° 262° 117.7 DPK Chan 124 PAZTA R-192

NoPT for arrivals on CCC VOR/DME airway radials 057 CW 193.

108.8 BDR Chan 25 R-192

108.8 BDR Chan 25 R-162

IAF CALVERTON 117.2 CCC Chan 119

(IF) CORAM INT 059° R-085 265° 085° 2000 278° (6.4) R-278 1400 239° (6.5) R-221

DEER PARK 117.7 DPK Chan 124 R-082 583

PAZTA RIZER OM 646 242 824

LOCALIZER 108.3 I-RXN

10 NM

MSA CCC 25 NM 180° 1700 270° 2100

ELEV 99

239° 3.5 NM from FAF

173± 170 210 161 15R 137± 24 15L 0.4% UP TDZE 99 3175 X 75 0.3% UP 125 7006 X 150 5186 X 150 5034 X 150 119 10 125 33L 33R 28 TWR 189 226

MIRL Rwy 15R-33L L

HIRL Rwy 6-24 L

TDZ/CL Rwys 6-24

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

2000 100° CCC R-221 117.2 CCC 117.2

*LOC only

RIZER OM 1273 239° 1400* 1400 CORAM INT 2000

Procedure Turn NA

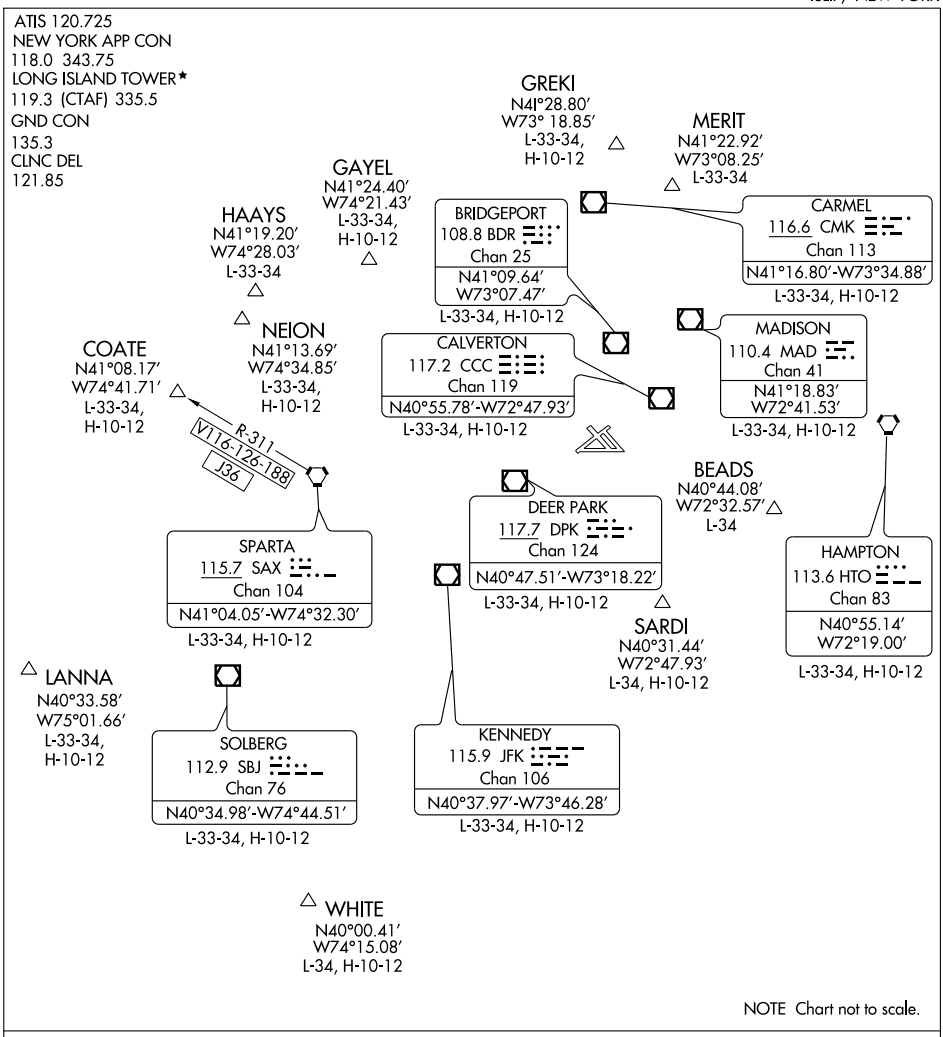
GS 3.00° TCH 52

3.5 NM 6.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | ** 299/24 | 200 (200-½) | | |
| S-LOC 24 | 500/24 | 401 (500-½) | 500/40 | 401 (500-¾) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

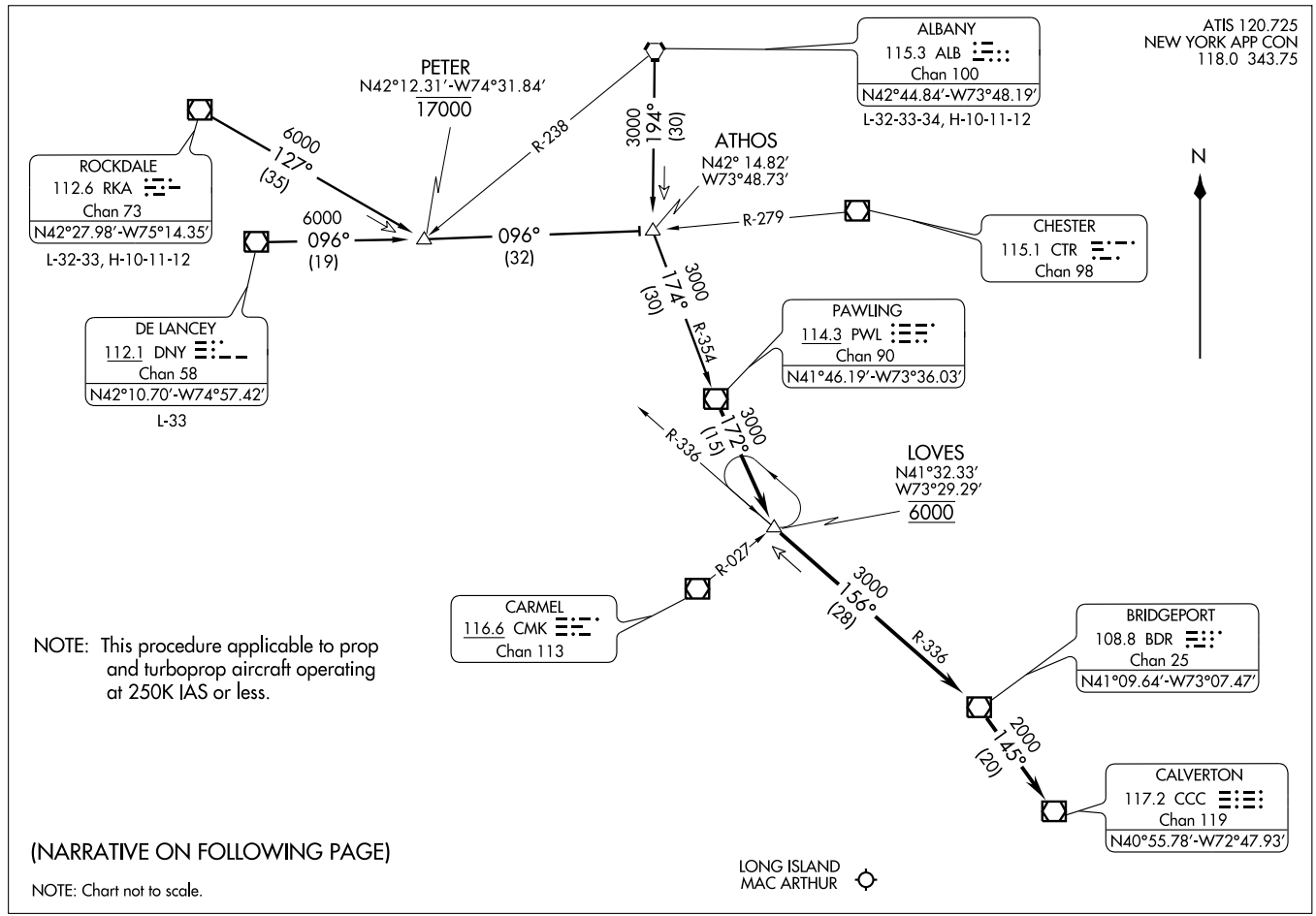
# LONG ISLAND THREE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.


ATIS 120.725
NEW YORK APP CON
118.0 343.75
(LOVES.LOVES2) 09015
LOVES TWO ARRIVAL
ST-948 (FAA)
LONG ISLAND MACARTHUR
ISLIP, NEW YORK
ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12
PETER
N42°12.31'-W74°31.84'
17000
ATHOS
N42° 14.82'
W73°48.73'
ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.35'
L-32-33, H-10-11-12
DE LANCEY
112.1 DNY
Chan 58
N42°10.70'-W74°57.42'
L-33
CHESTER
115.1 CTR
Chan 98
PAWLING
114.3 PWL
Chan 90
N41°46.19'-W73°36.03'
LOVES
N41°32.33'
W73°29.33'
6000
CARMEL
116.6 CMK
Chan 113
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'-W73°07.47'
CALVERTON
117.2 CCC
Chan 119
N40°55.78'-W72°47.93'
6000
127°
(35)
R-238
3000
161°
(30)
6000
096°
(19)
096°
(32)
R-279
3000
174°
(30)
R-354
3000
172°
(15)
R-336
R-027
3000
156°
(28)
R-336
2000
145°
(20)
N
NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
LONG ISLAND MAC ARTHUR

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOM IS | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 366 | 059° | TDZE | 94 |
| | | Apt Elev | 99 |

# NDB RWY 6

## ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |

CALVERTON
117.2 CCC
Chan 119

265° R-085
085°
2000
249°
(21.5)

824
646
583
242
276

LOM/IAF
LOKKS
366 IS

059°
194°
014°
239°
10 NM

MSA IS 25 NM
1900

Remain within 10 NM
LOM
239°
059°
2000
1800
3.10°
TCH 51
5 NM

2000
CCC
117.2

ELEV 99
173 ±
170
210
161
137±
15R
0.4% UP
15L
24
3175 X 75
0.3% UP
5186 X 150
7006 X 150
5034 X 150
125
119
10
125
33L
33R
28
TDZE
94
TWR
189
226
059° 5 NM
from FAF

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 580/40 486 (500-¾) | | | 580/60 486 (500-1¼) |
| CIRCLING | 580-1 481 (500-1) | | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

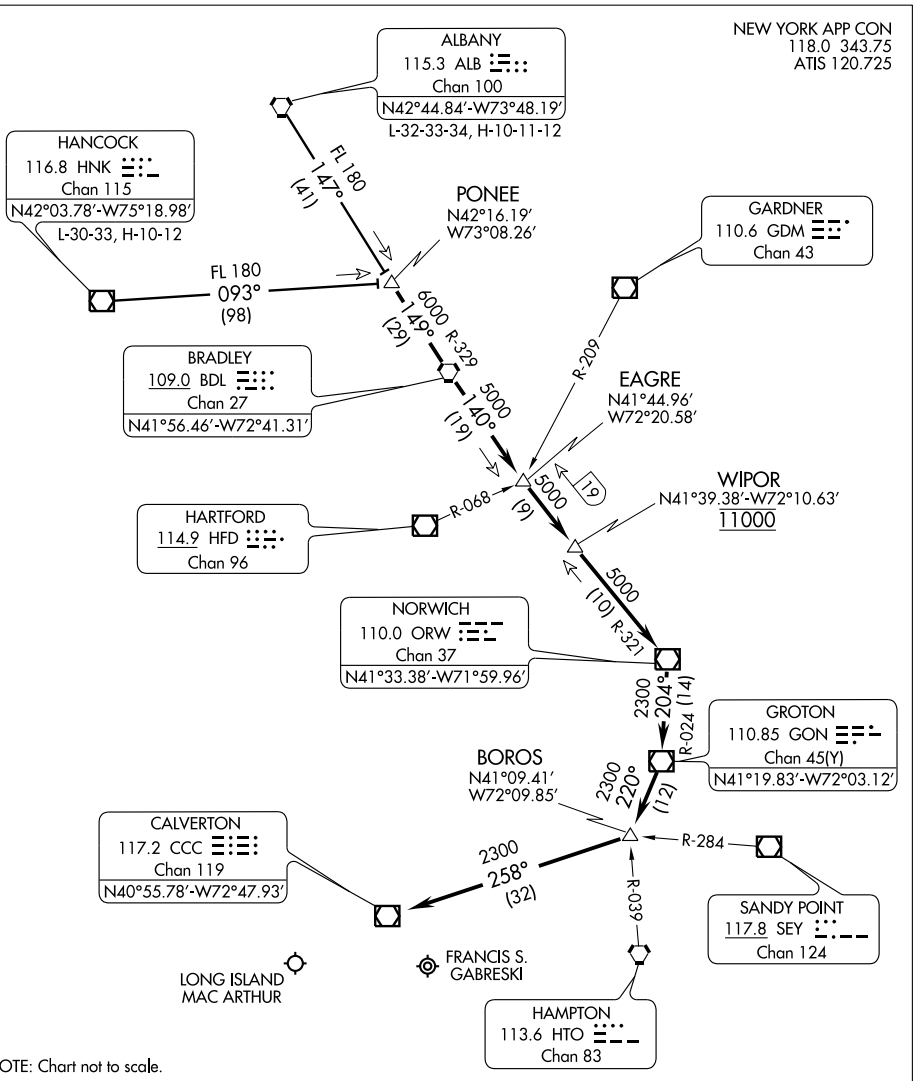
FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-2. 08 APR 2010 to 06 MAY 2010

# PONEE TWO ARRIVAL

ISLIP, NEW YORK




ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| CH 66010 | 059° | TDZE | 94 |
| W06A | | Apt Elev | 99 |

# RNAV (GPS) RWY 6

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

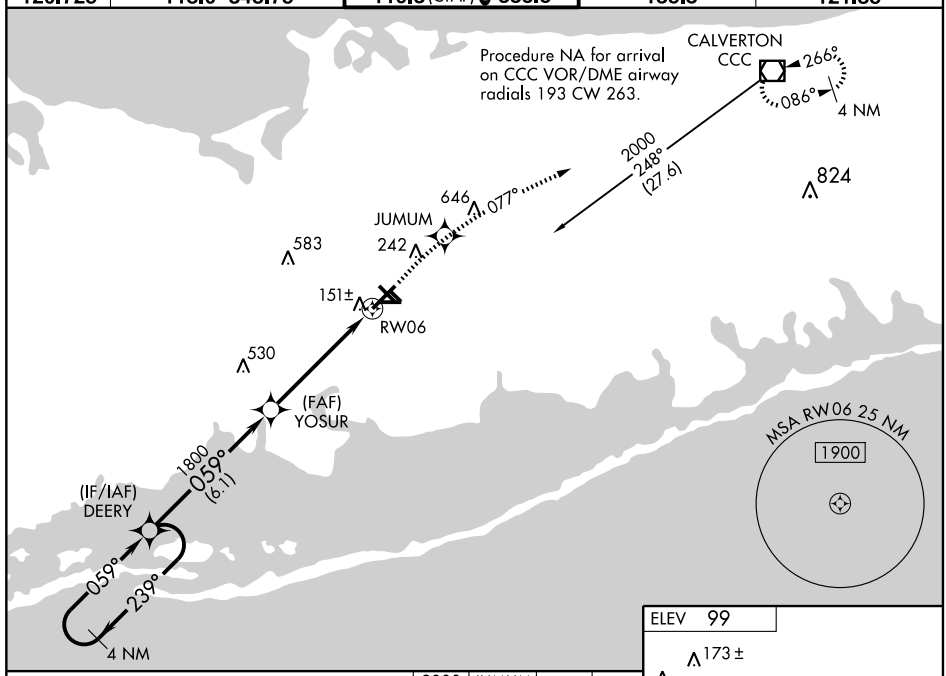
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

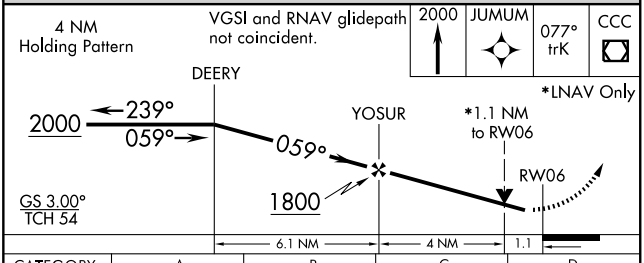
When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Baro-VNAV NA when using Shirley altimeter setting.
VDP NA when using Shirley altimeter setting.

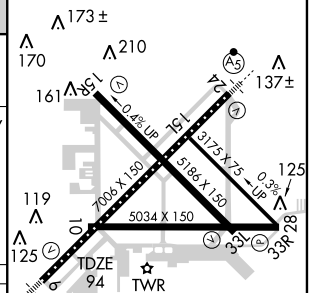
MALSR

MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 294/24 | 200 (200-½) | | |
| LNAV/ VNAV DA | 451/40 | 357 (400-¾) | | |
| LNAV MDA | 500/24 | 406 (500-½) | 500/40 406 (500-¾) | 500/50 406 (500-1) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| CH 82610 | 239° | TDZE | 99 |
| W24A | | Apt Elev | 99 |

# RNAV (GPS) RWY 24

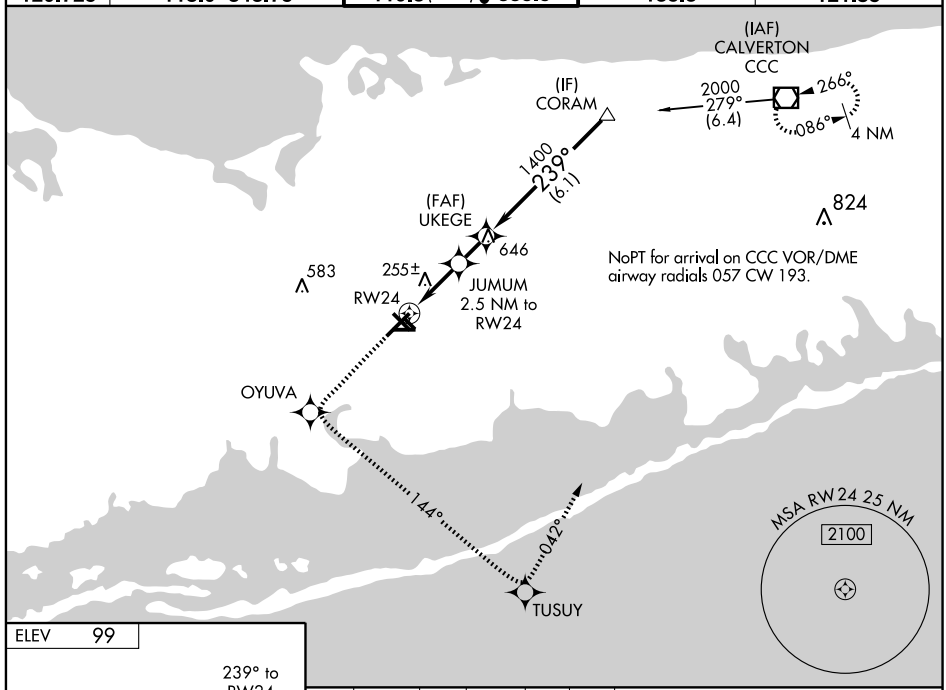
## ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

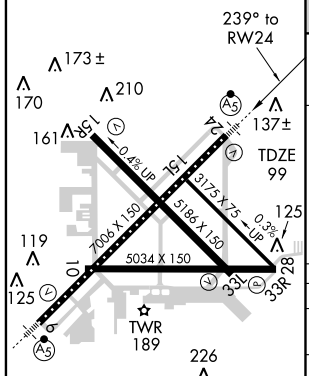
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

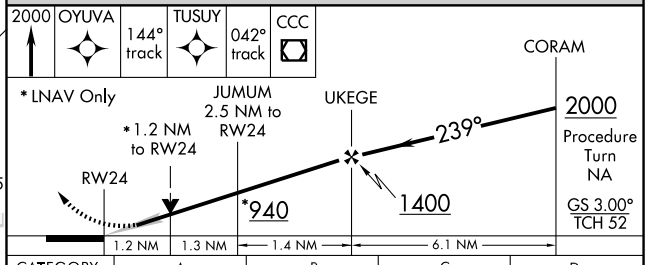
MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 299/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 593/60 | | 494 (500-1¼) | |
| LNAV MDA | 520/24 | 421 (500-½) | 520/40 421 (500-¾) | 520/50 421 (500-1) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

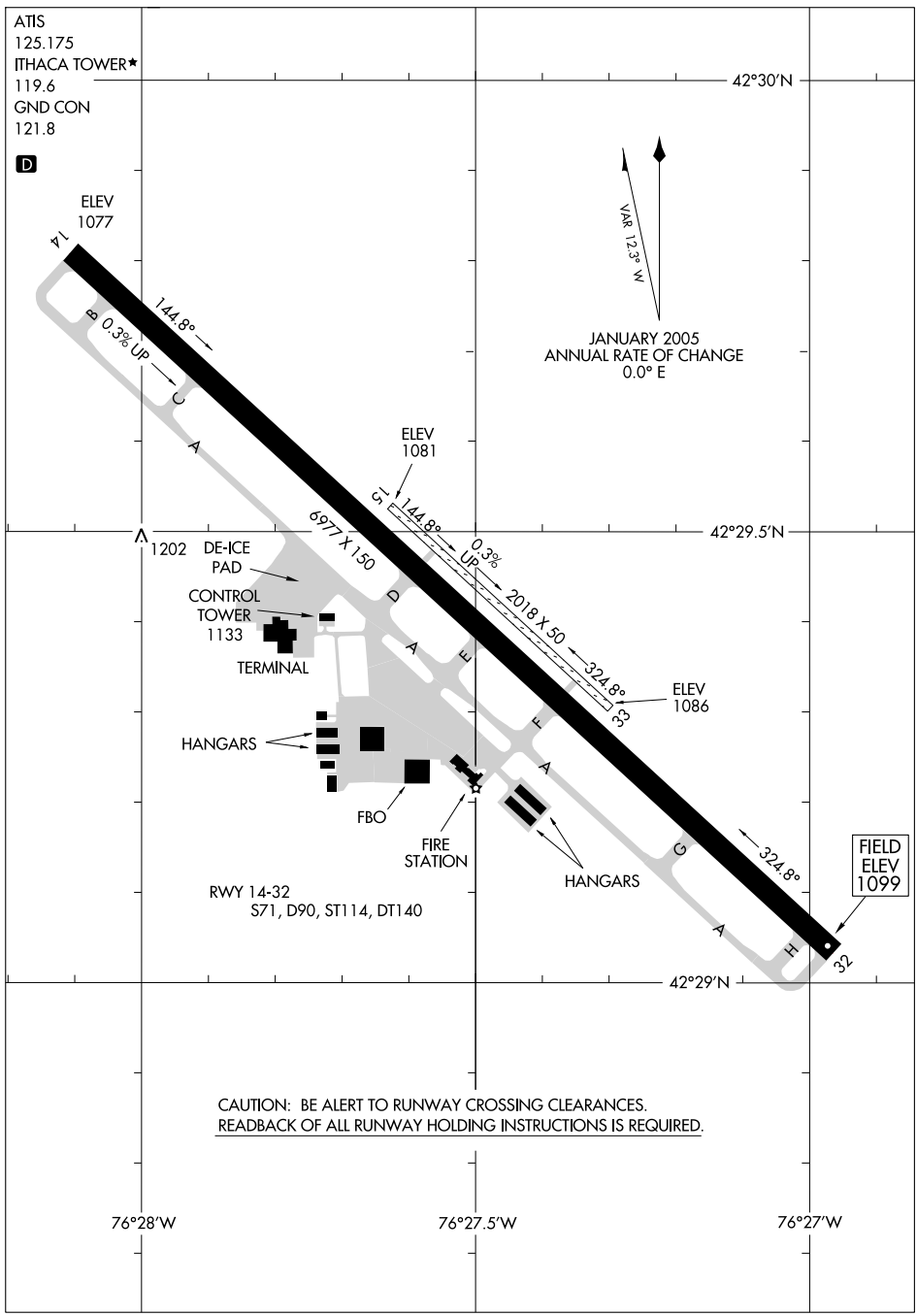
NE-2. 08 APR 2010 to 06 MAY 2010

09239

# AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-ITH | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 108.7 | 325° | TDZE | 1099 |
| | | Apt Elev | 1099 |

# ILS or LOC RWY 32

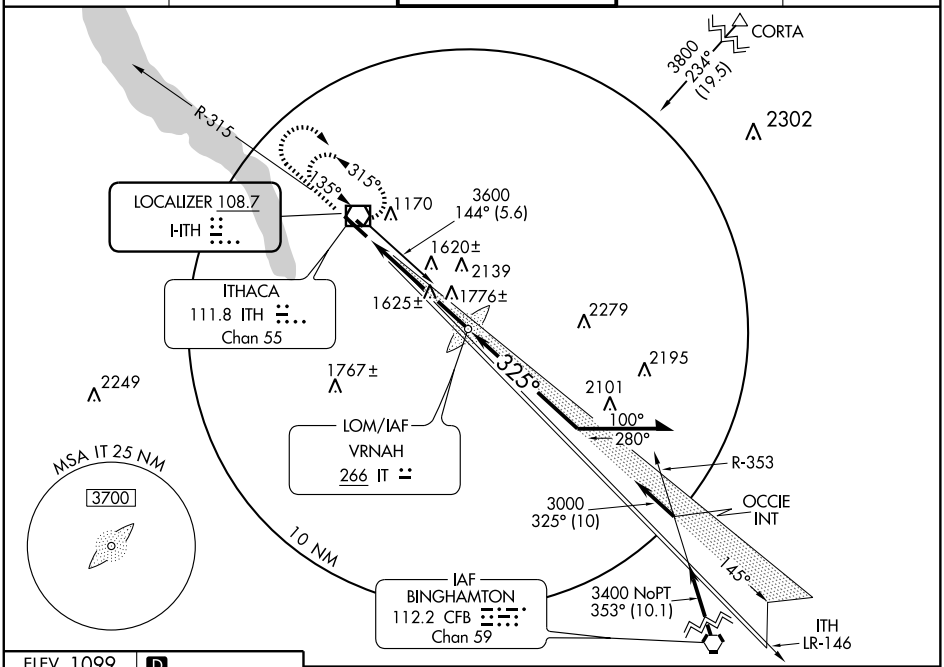
## ITHACA TOMPKINS RGNL (ITH)

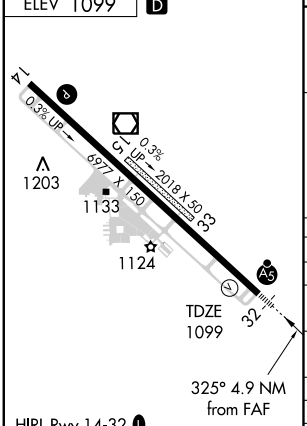
Inoperative table does not apply to S-ILS 32. When local altimeter setting not received, use Elmira altimeter setting.

MALSR

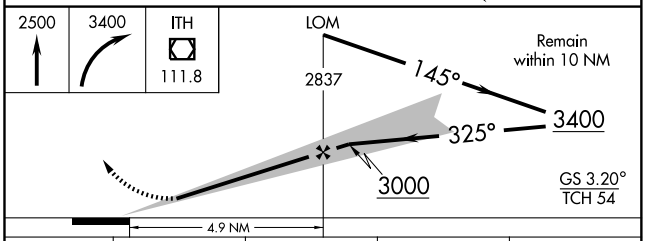
MISSED APPROACH: Climb to 2500 then climbing right turn to 3400 direct ITH VOR/DME and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1349/40 250 (300-¾) | | | |
| S-LOC 32 | 2040/40 941 (1000-¾) | | 2040-2¼ 941 (1000-2¼) | 2040-2½ 941 (1000-2½) |
| CIRCLING | 2040-1¼ 941 (1000-1¼) | | 2040-2¾ 941 (1000-2¾) | 2040-3 941 (1000-3) |
| | ELMIRA ALTIMETER SETTING MINIMUMS | | | |
| S-ILS 32 | 1433/40 334 (400-¾) | | | |
| S-LOC 32 | 2120/40 1021 (1100-¾) | 2120/50 1021 (1100-1) | 2120-2½ 1021 (1100-2½) | |
| CIRCLING | 2120-1¼ 1021 (1100-1¼) | 2120-1½ 1021 (1100-1½) | 2120-3 1021 (1100-3) | |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6601 |
|---|---|---|
| 144° | TDZE | 1083 |
| | Apt Elev | 1099 |

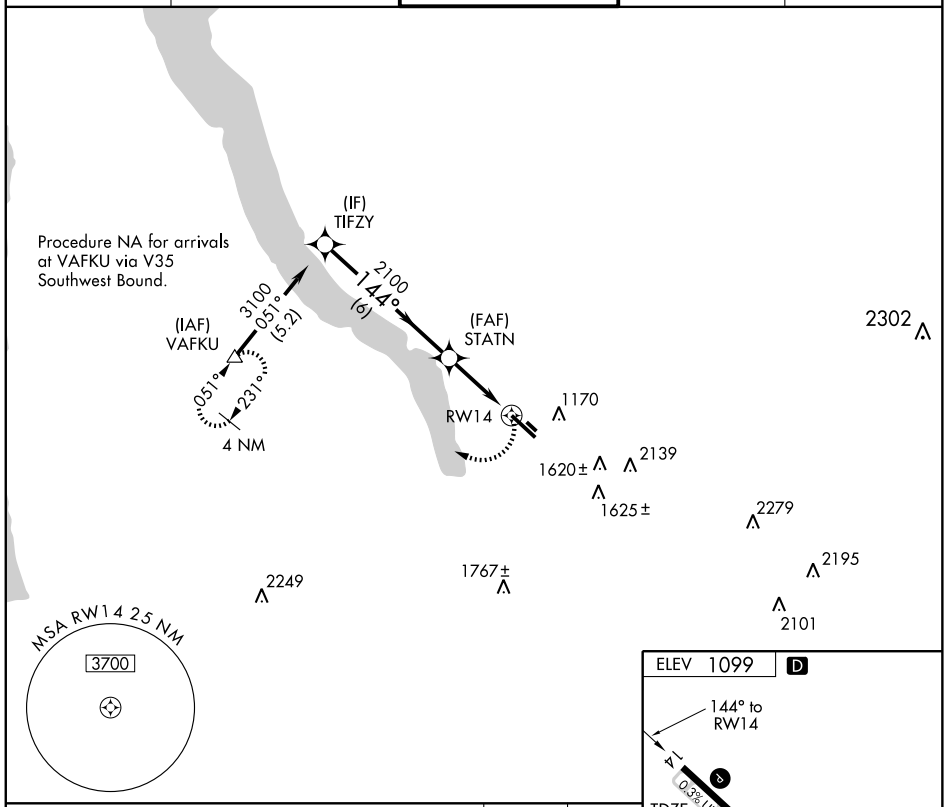
# RNAV (GPS) Y RWY 14

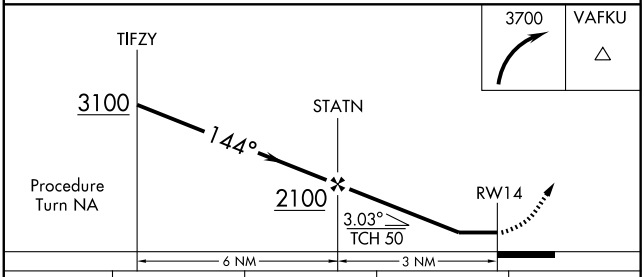
## ITHACA TOMPKINS RGNL (ITH)

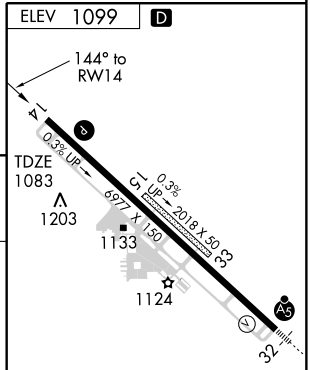
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase
▲ LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3700 direct VAFKU and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 417 (500-1) | | 1500-1¼ 417 (500-1¼) | |
| CIRCLING | 1520-1 421 (500-1) | 1560-1 461 (500-1) | 1600-1½ 501 (600-1½) | 1780-2¼ 681 (700-2¼) |

HIRL Rwy 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| CH 50415 | 144° | TDZE | 1083 |
| W14A | | Apt Elev | 1099 |

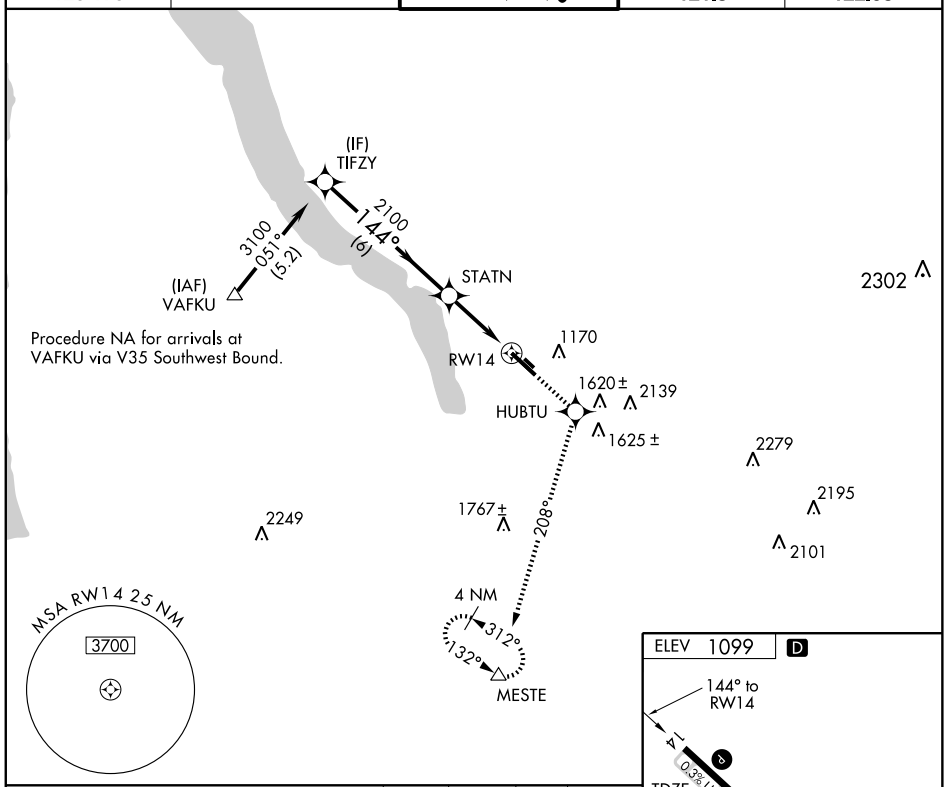
# RNAV (GPS) Z RWY 14

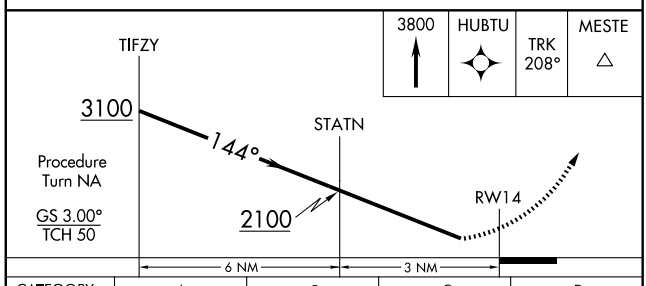
## ITHACA TOMPKINS RGNL (ITH)

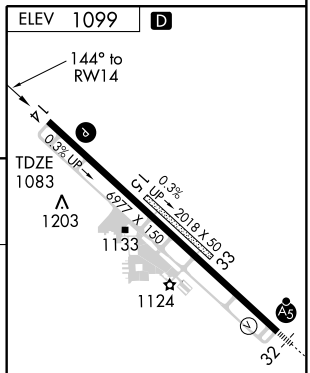
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet, all MDA 100 feet and increase LPV visibility all Cats ¼ mile, and increase Circling all Cats visibility ¼ mile. Circling requires descent on glidepath to CMDA.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1406-1¼ 323 (400-1¼) | | | |
| CIRCLING | 1520-1¼ 421 (500-1¼) | 1560-1¼ 461 (500-1¼) | 1600-1½ 501 (600-1½) | 1780-2¼ 681 (700-2¼) |

HIRL Rwy 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME ITH | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 111.8 | 134° | TDZE | 1083 |
| Chan 55 | | Apt Elev | 1099 |

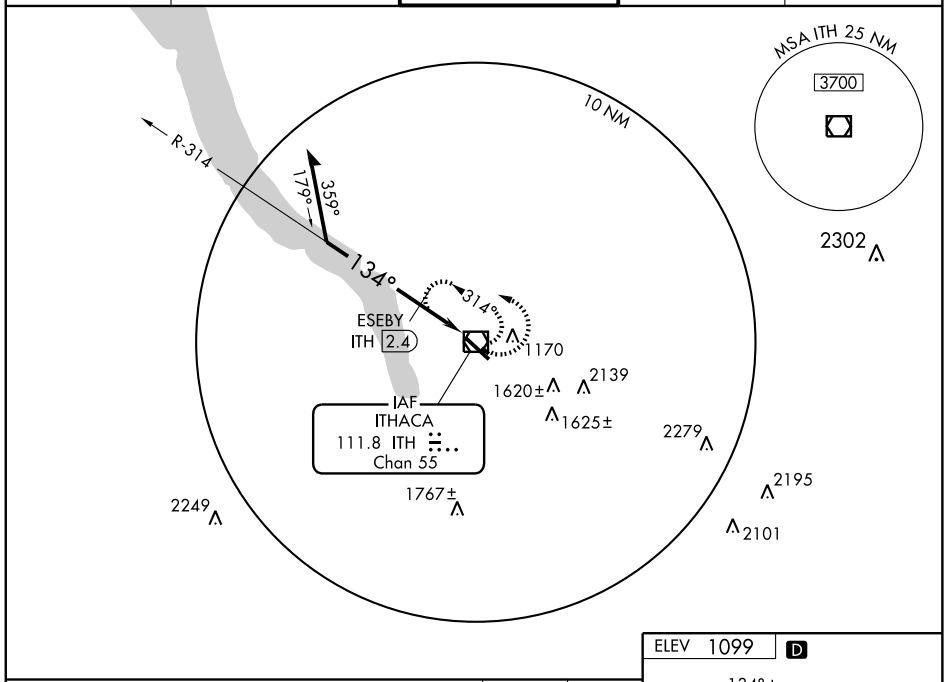
# VOR RWY 14

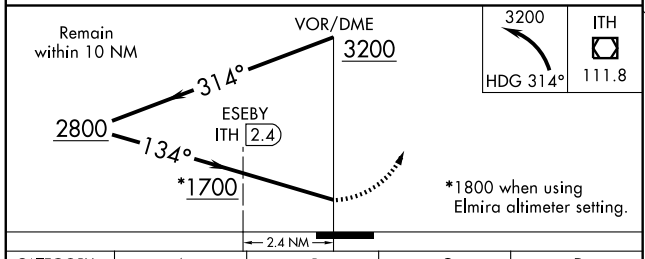
## ITHACA TOMPKINS RGNL (ITH)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility ¼ mile, increase Circling Cats C and D ¼ mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ¼ mile.

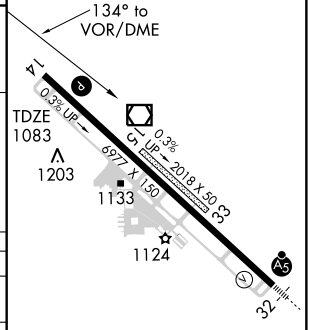
MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1700-1 | 617 (700-1) | 1700-1¾ 617 (700-1¾) | 1700-2 617 (700-2) |
| CIRCLING | 1700-1 | 601 (700-1) | 1700-1¾ 601 (700-1¾) | 1780-2¼ 681 (700-2¼) |
| ESEBY FIX MINIMUMS | | | | |
| S-14 | 1520-1 | 437 (500-1) | 1520-1¼ 437 (500-1¼) | 1520-1½ 437 (500-1½) |
| CIRCLING | 1520-1 421 (500-1) | 1560-1 461 (500-1) | 1600-1½ 501 (600-1½) | 1780-2¼ 681 (700-2¼) |




HIRL Rwy 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME ITH | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 111.8 | 329° | TDZE | 1099 |
| Chan 55 | | Apt Elev | 1099 |

# VOR RWY 32

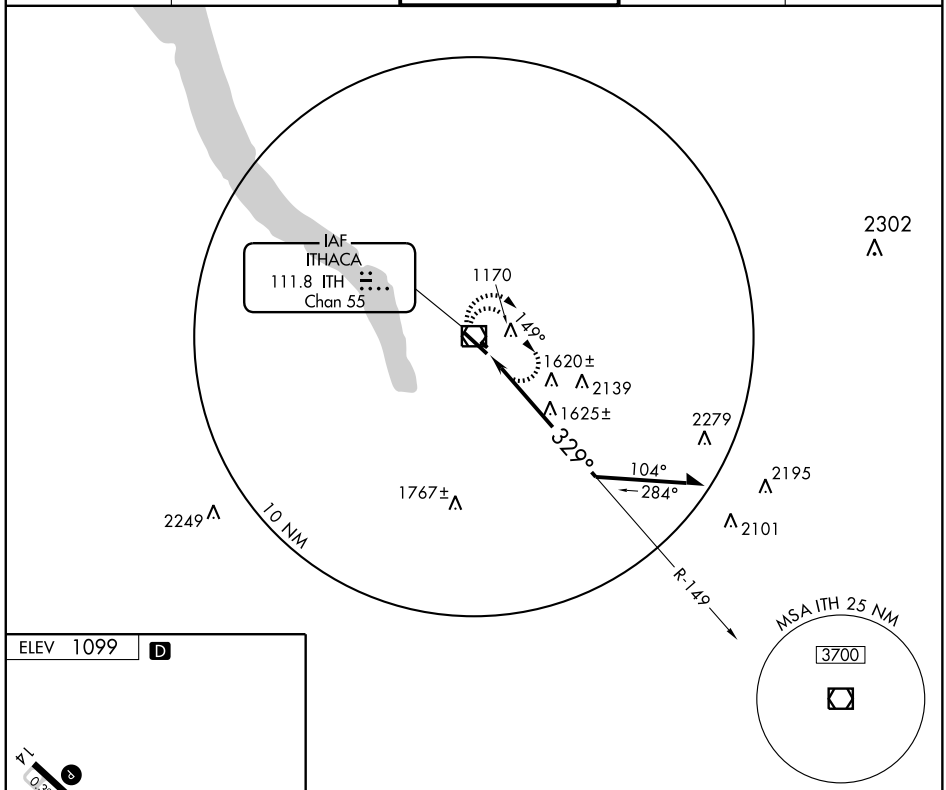
## ITHACA TOMPKINS RGNL (ITH)

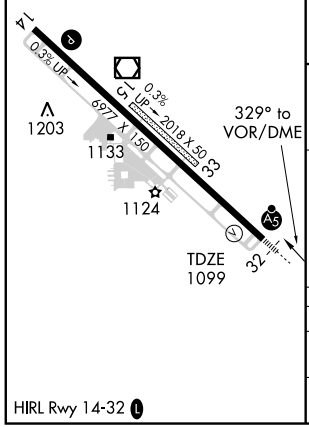
Inoperative table does not apply to Cats A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet. VDP NA when using Elmira altimeter setting.

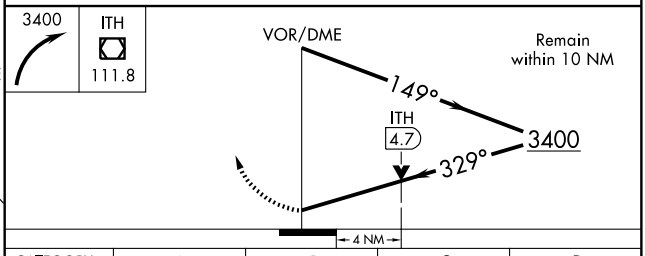
MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 2500/60 1401 (1500-1¼) | 2500-1½ 1401 (1500-1½) | 2500-2½ 1401 (1500-2½) | |
| CIRCLING | 2500-1¼ 1401 (1500-1¼) | 2500-1½ 1401 (1500-1½) | 2500-3 1401 (1500-3) | |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 109.7 | 249° | TDZE | 1721 |
| Chan 34 | | Apt Elev | 1723 |

# ILS or LOC RWY 25

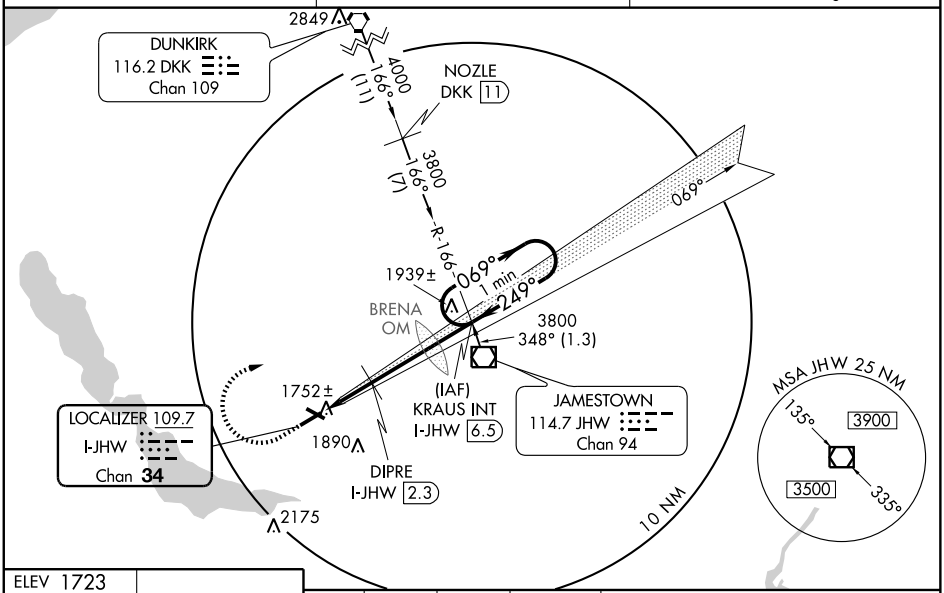
JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

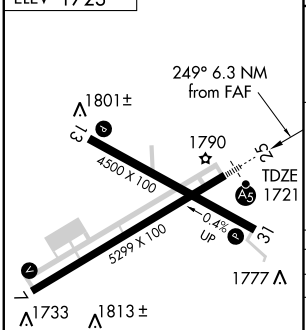
When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

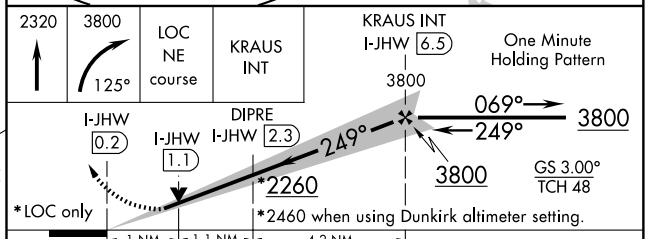
| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 1921-½ 200 (200-½) | | | |
| S-LOC 25 | 2260-½ 539 (600-½) | | 2260-1 539 (600-1) | 2260-1¼ 539 (600-1¼) |
| CIRCLING | 2260-1 537 (600-1) | | 2260-1½ 537 (600-1½) | 2280-2 557 (600-2) |
| DIPRE FIX MINIMUMS | | | | |
| S-LOC 25 | 2080-½ 359 (400-½) | | | 2080-¾ 359 (400-¾) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5299 |
|---|---|---|
| 069° | TDZE | 1722 |
| | Apt Elev | 1723 |

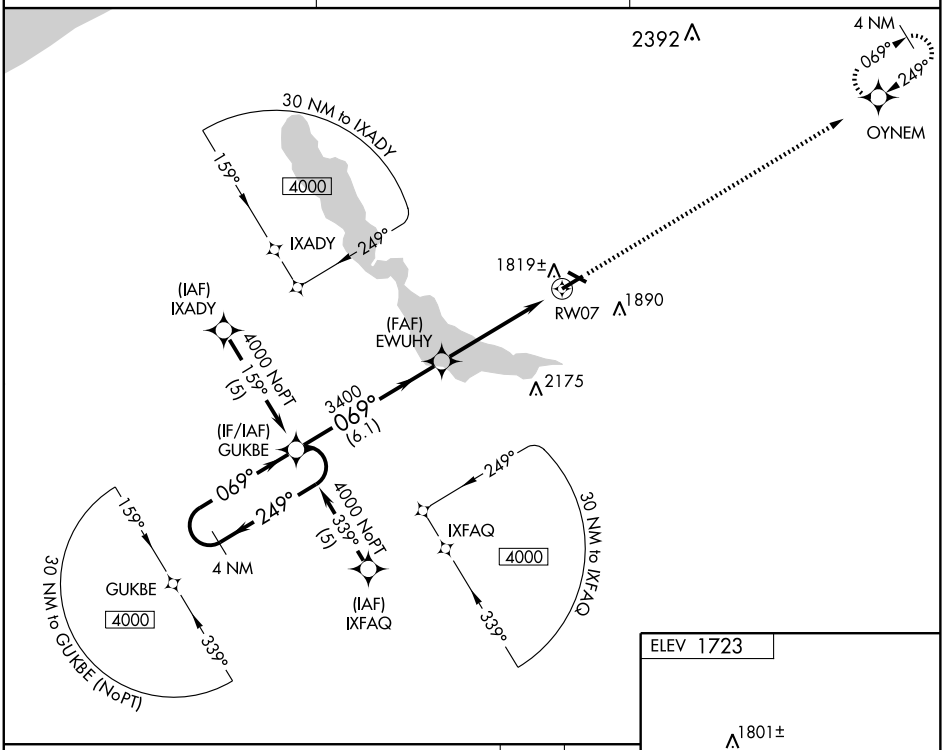
# RNAV (GPS) RWY 7

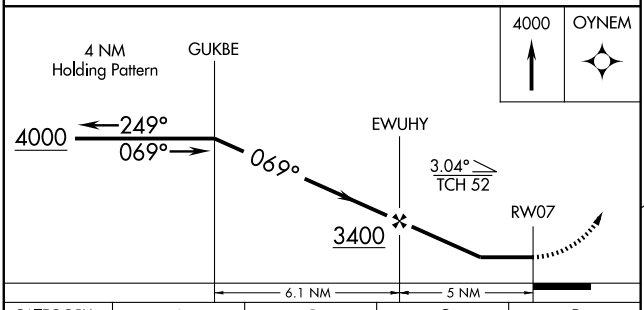
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

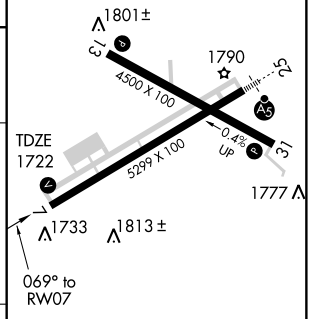
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1 398 (400-1) | | | 2120-1¼ 398 (400-1¼) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | | |
|---|---|---|
| 129° | Rwy Idg | 4500 |
| | TDZE | 1723 |
| | Apt Elev | 1723 |

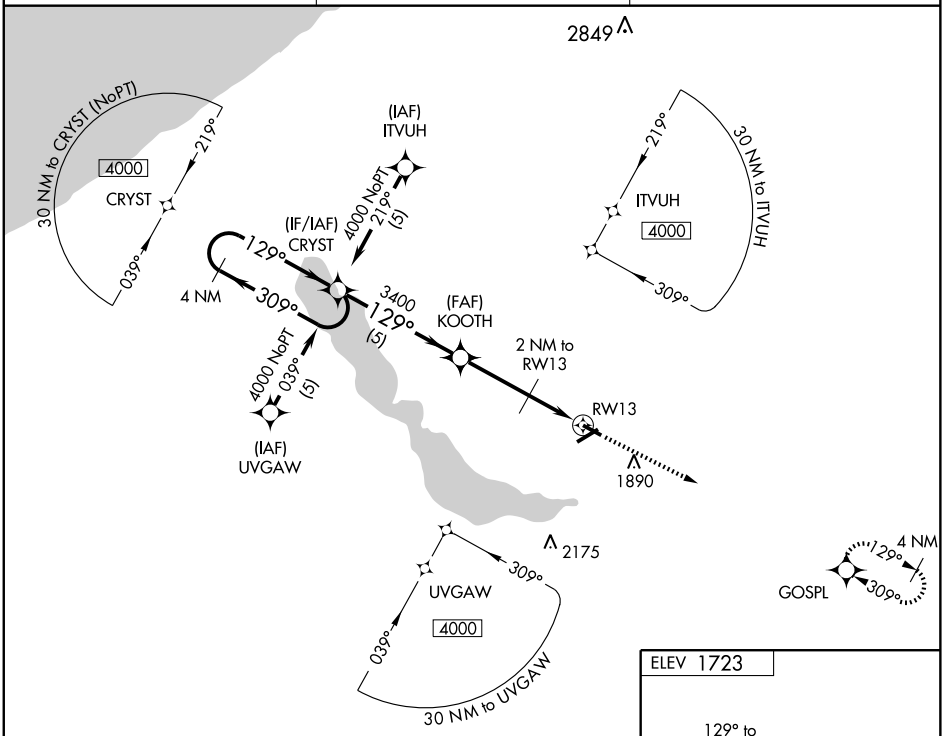
# RNAV (GPS) RWY 13

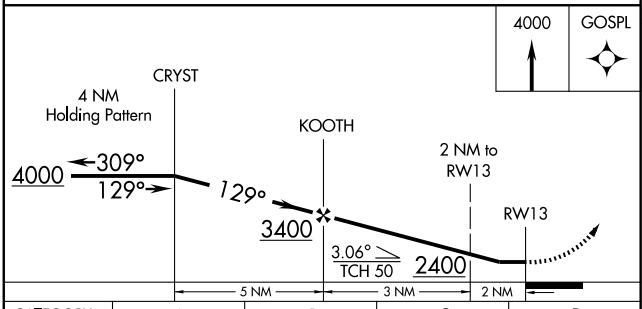
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

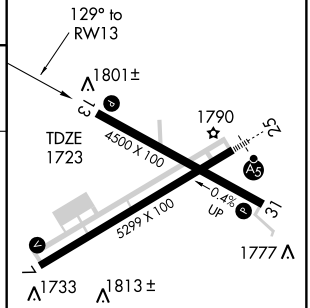
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 417 (500-1) | | 2140-1¼ 417 (500-1¼) | |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 62910 W25A | APP CRS 249° | Rwy Idg 5299 / TDZE 1721 / Apt Elev 1723 |
|---|---|---|

# RNAV (GPS) RWY 25

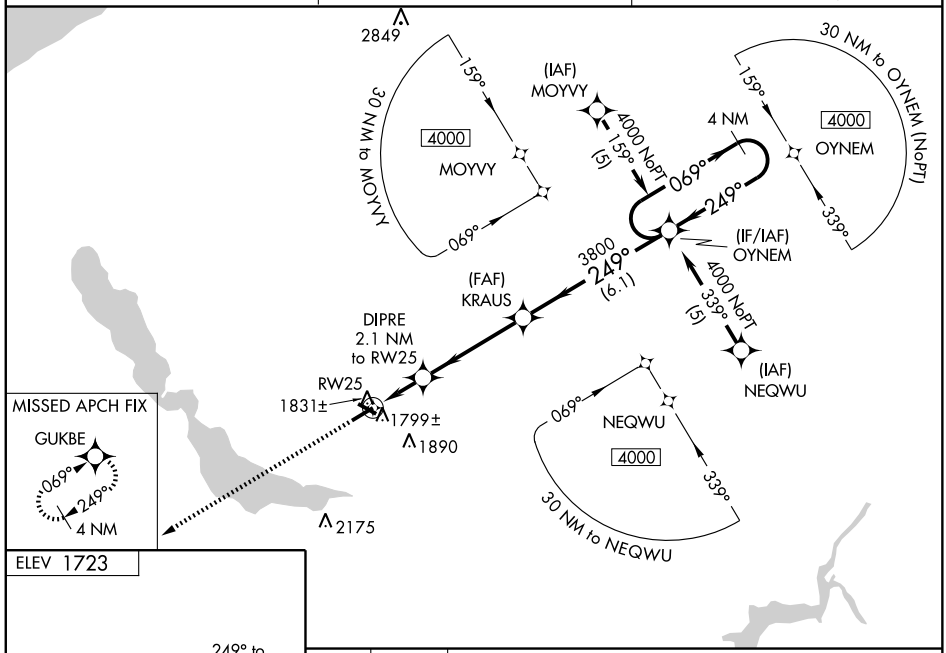
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

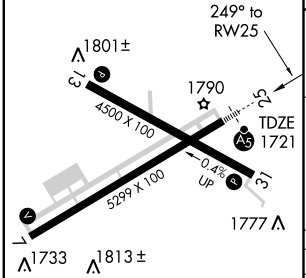
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

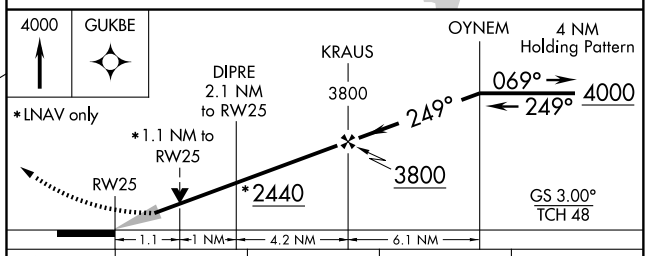
| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




ELEV 1723




REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1921-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2054-¾ 333 (400-¾) | | | |
| LNAV MDA | 2100-½ 379 (400-½) | | | 2100-1 379 (400-1) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 309° | TDZE | 1715 |
| | Apt Elev | 1723 |

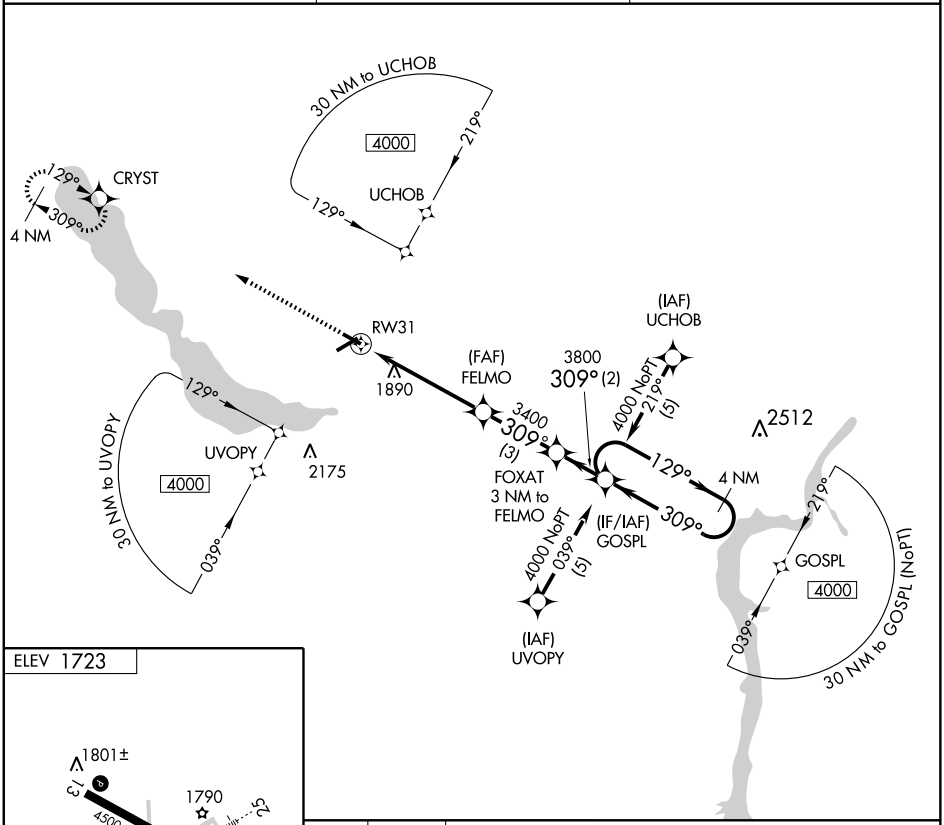
# RNAV (GPS) RWY 31

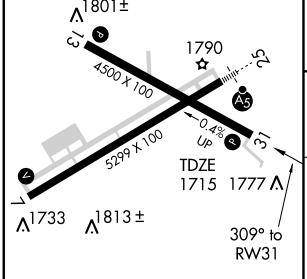
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

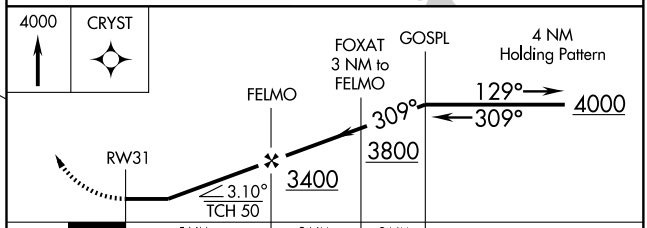
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2200-1 | 485 (500-1) | 2200-1¼ 485 (500-1¼) | 2200-1½ 485 (500-1½) |
| CIRCLING | 2200-1 | 477 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

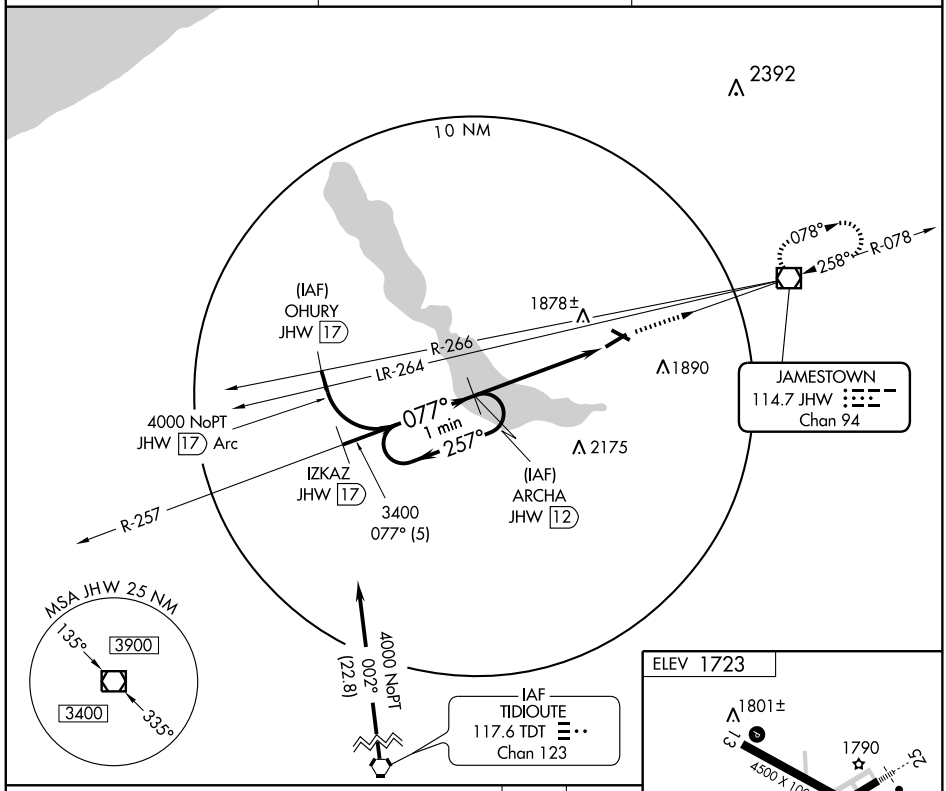
| VOR/DME JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 114.7 | 077° | TDZE | 1722 |
| Chan 94 | | Apt Elev | 1723 |

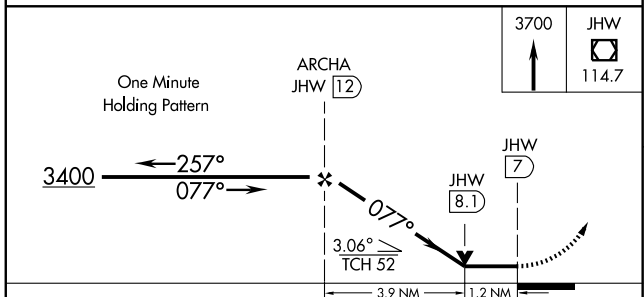
# VOR/DME RWY 7

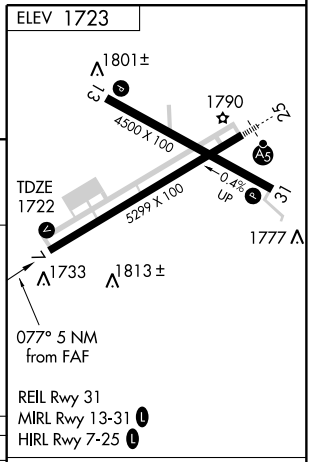
## JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 2140-1 | 418 (500-1) | 2140-1¼ | 418 (500-1¼) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 114.7 | 258° | TDZE | 1721 |
| Chan 94 | | Apt Elev | 1723 |

# VOR RWY 25

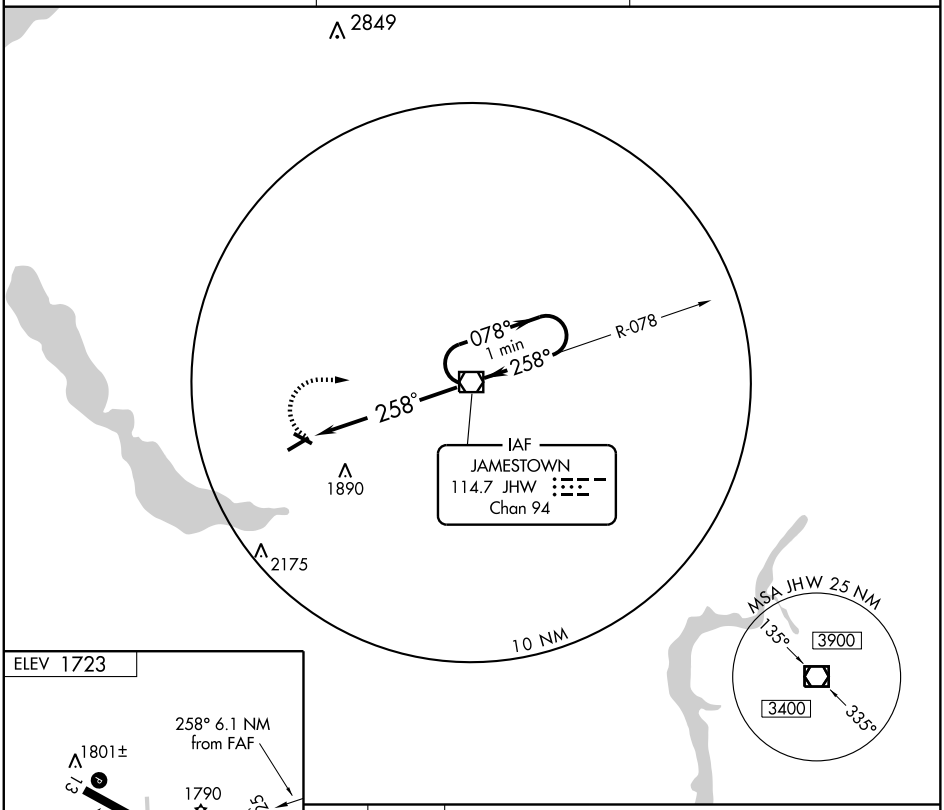
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

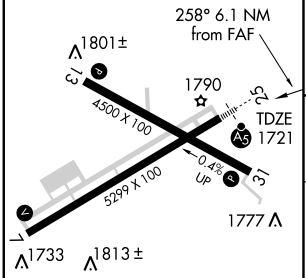
Inoperative table does not apply.

MALSR

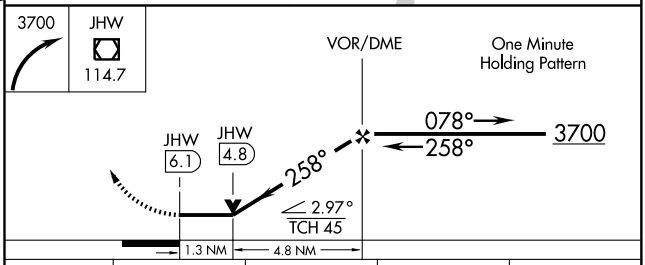
MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2180-1 | 459 (500-1) | 2180-1¼ 459 (500-1¼) | 2180-1½ 459 (500-1½) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 103° | TDZE | 881 |
| | Apt Elev | 881 |

# GPS RWY 10

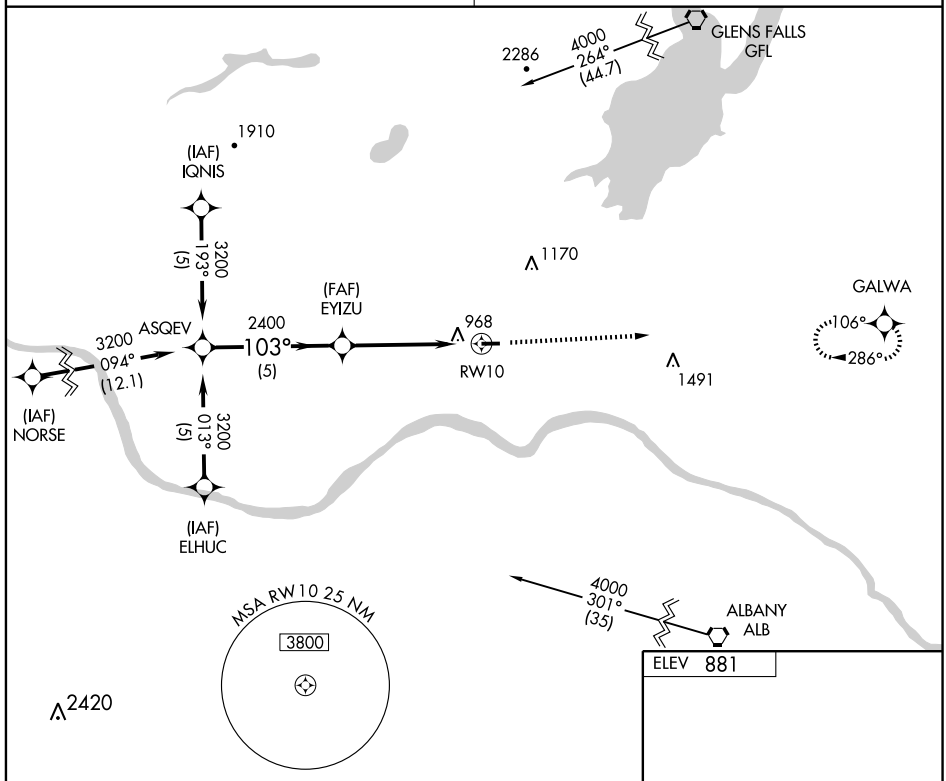
JOHNSTOWN/ FULTON COUNTY (NYØ)

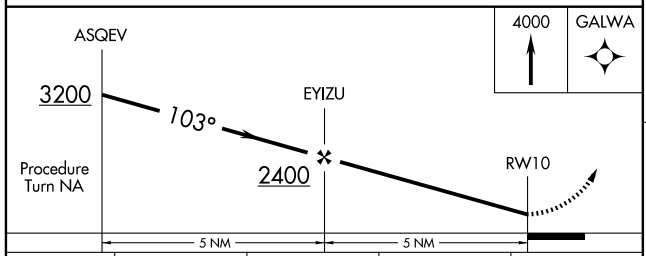
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

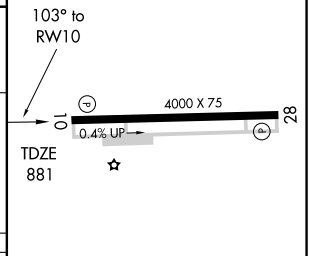
NA

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1440-1 | 559 (600-1) | NA | |
| CIRCLING | 1440-1 | 559 (600-1) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-10 | 1480-1 | 599 (600-1) | NA | |
| CIRCLING | 1480-1 | 599 (600-1) | NA | |

MIRL Rwy 10-28 L

REIL Rwys 10 and 28

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 283° | TDZE | 881 |
| | Apt Elev | 881 |

# GPS RWY 28

JOHNSTOWN/ FULTON COUNTY (NYØ)

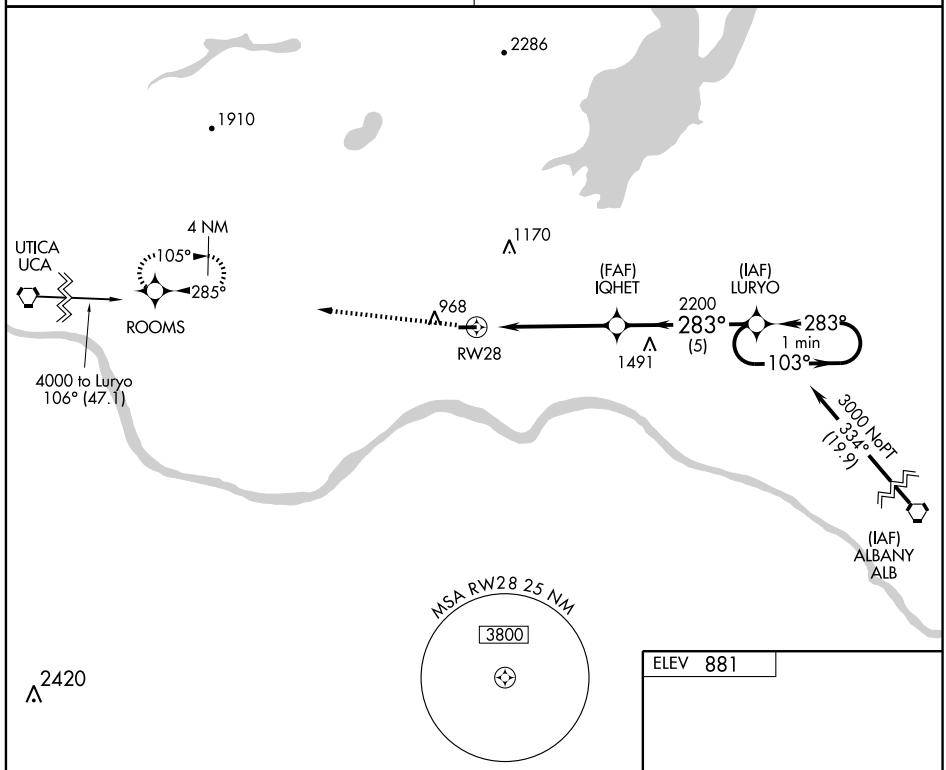
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

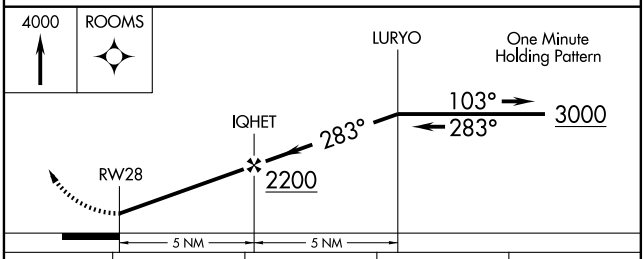
NA

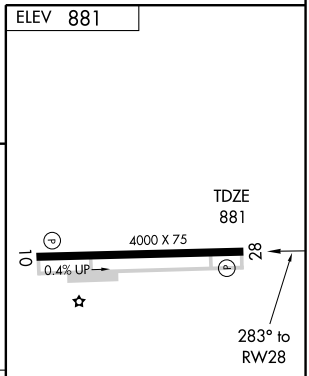
MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

ALBANY APP CON
**118.05**

UNICOM
**122.7** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1480-1 | 599 (600-1) | NA | |
| CIRCLING | 1480-1 | 599 (600-1) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-28 | 1500-1 | 619 (700-1) | NA | |
| CIRCLING | 1500-1 | 619 (700-1) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 08 APR 2010 to 06 MAY 2010

| NDB JJH 523 | APP CRS 084° | Rwy Idg 4000<br>TDZE 881<br>Apt Elev 881 |
|---|---|---|

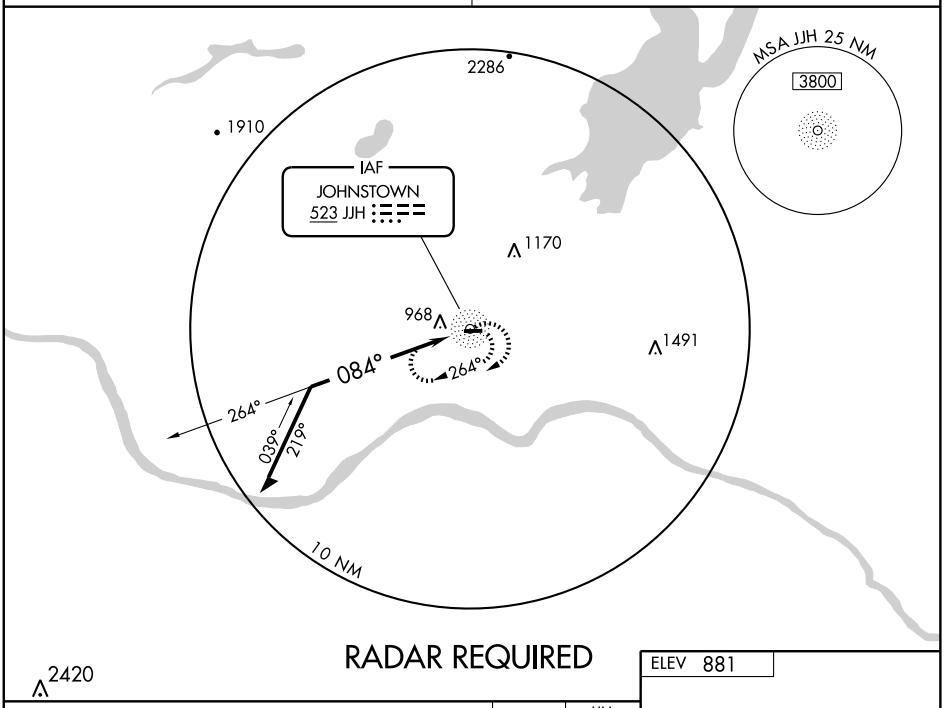
# NDB RWY 10

JOHNSTOWN/ FULTON COUNTY (NYØ)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

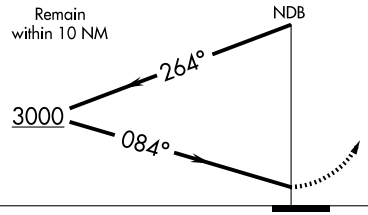
MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

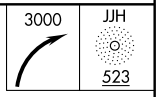
| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |

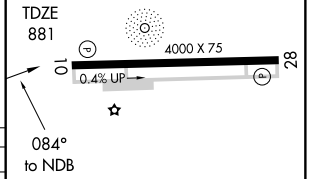



RADAR REQUIRED

2420




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1900-1¼<br>1019 (1100-1¼) | 1900-1½<br>1019 (1100-1½) | NA | |
| CIRCLING | 1900-1¼<br>1019 (1100-1¼) | 1900-1½<br>1019 (1100-1½) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-10 | 1940-1¼<br>1059 (1100-1¼) | 1940-1½<br>1059 (1100-1½) | NA | |
| CIRCLING | 1940-1¼<br>1059 (1100-1¼) | 1940-1½<br>1059 (1100-1½) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 08 APR 2010 to 06 MAY 2010

| NDB JJH 523 | APP CRS 292° | Rwy Idg 4000<br>TDZE 881<br>Apt Elev 881 |
|---|---|---|

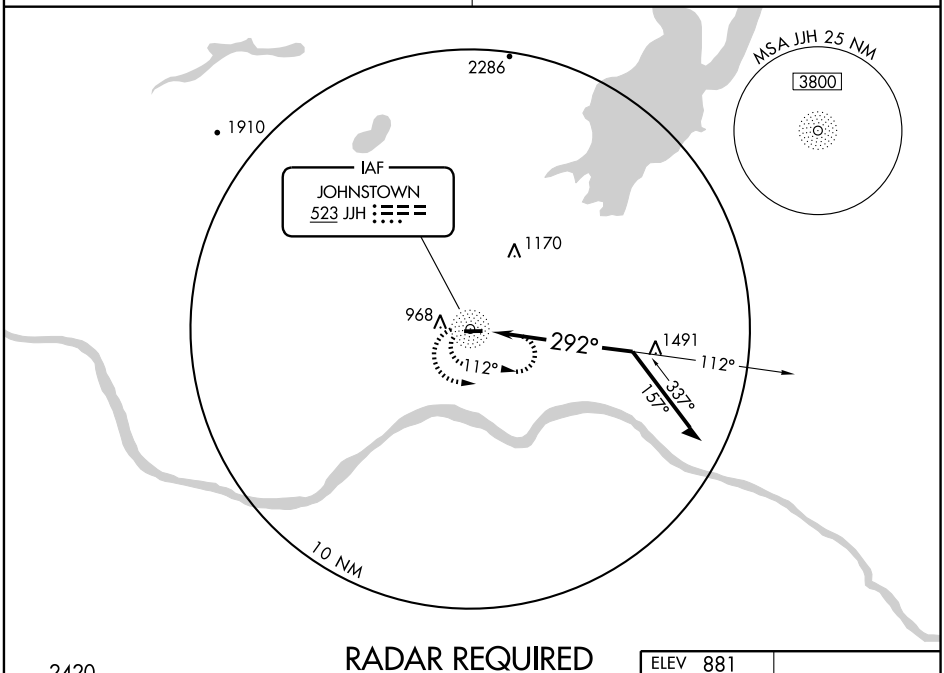
# NDB RWY 28

JOHNSTOWN/ FULTON COUNTY (NYØ)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

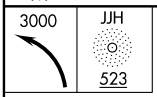
MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.

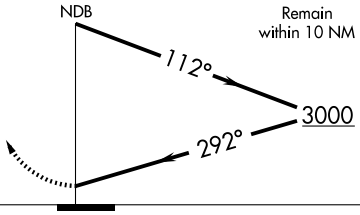
| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |

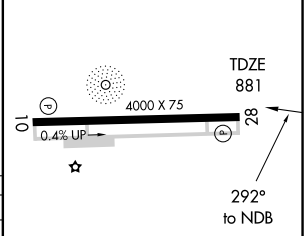



RADAR REQUIRED

2420




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2000-1¼<br>1119 (1200-1¼) | 2000-1½<br>1119 (1200-1½) | NA | |
| CIRCLING | 2000-1¼<br>1119 (1200-1¼) | 2000-1½<br>1119 (1200-1½) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-28 | 2020-1¼<br>1139 (1200-1¼) | 2020-1½<br>1139 (1200-1½) | NA | |
| CIRCLING | 2020-1¼<br>1139 (1200-1¼) | 2020-1½<br>1139 (1200-1½) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME PWL 114.3 Chan 90 | APP CRS 320° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 149 |
|---|---|---|

# VOR or GPS-A

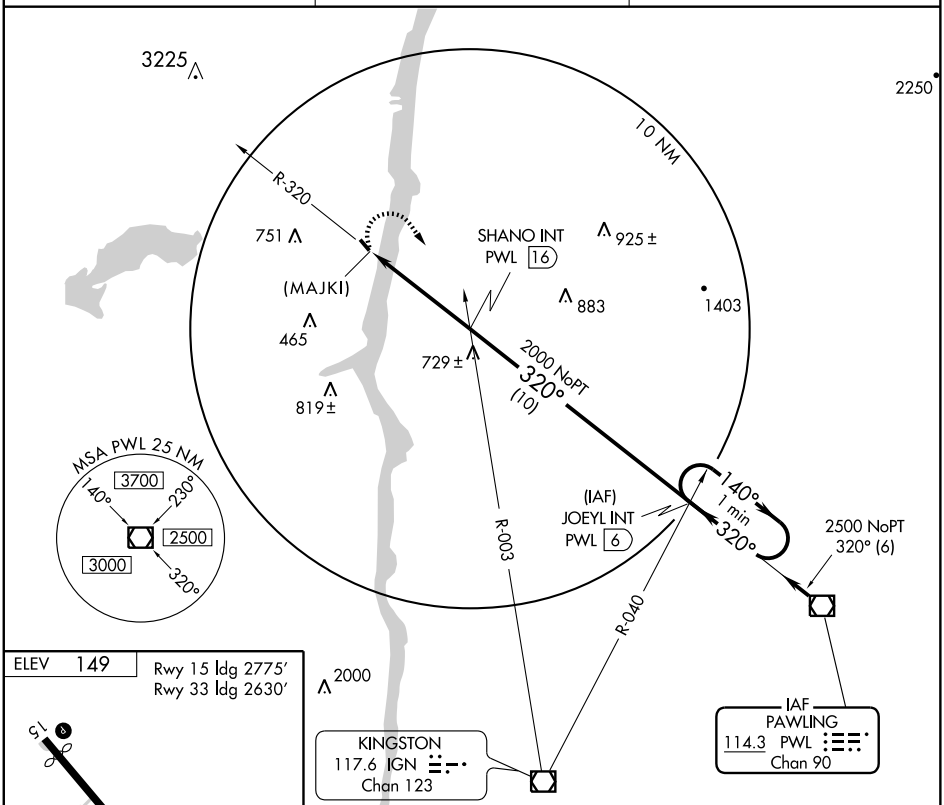
KINGSTON-ULSTER (2ØN)

Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 132.75 363.1 | 122.8 (CTAF) | 123.3 L |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1500-1¼<br>1351 (1400-1¼) | NA | | |

NE-2. 08 APR 2010 to 06 MAY 2010

LAKE PLACID, NEW YORK AL-9371 (FAA)

# RNAV (GPS) -A

LAKE PLACID (LKP)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 306° | TDZE | N/A |
| | Apt Elev | 1747 |

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

| SARANAC LAKE ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 122.8 (CTAF) L |

Procedure NA for arrival at SLK VOR/DME on V496 westbound, V203 northbound.

SARANAC LAKE SLK

6900 to HEDUX 132° (27.6)

MSA RW32 25 NM 6600

Procedure NA for arrival at LEAFY on V489 northbound.

(IAF) LEAFY

6900 NoPT 221° (8.4)

RW32

3023±

3263±

2682±

2085

2173

FAPIM 3.1 NM to RW32

4198±

(FAF) CELVU

6100

306° (7.9)

126°

6 NM

306°

(IF/IAF) HEDUX

4500±

6900 NoPT 348° (6.7)

(IAF) KEMPE

MISSED APCH FIX

PUGRE

125°

305°

4 NM

ELEV 1747

Procedure NA for arrival at KEMPE on V489 southbound.

14

4200 X 60

306° to RW32

32

5000

PUGRE

6 NM Holding Pattern

HEDUX

CELVU

FAPIM 3.1 NM to RW32

RW32

306°

126°

306°

6900

4540

6100

8.31°

TCH 45

3.1 NM

4 NM

7.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3300-1¼ 1553 (1600-1¼) | 3300-1½ 1553 (1600-1½) | NA | |

REIL Rwy 14 and 32

MIRL Rwy 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 14

LAKE PLACID (LKP)

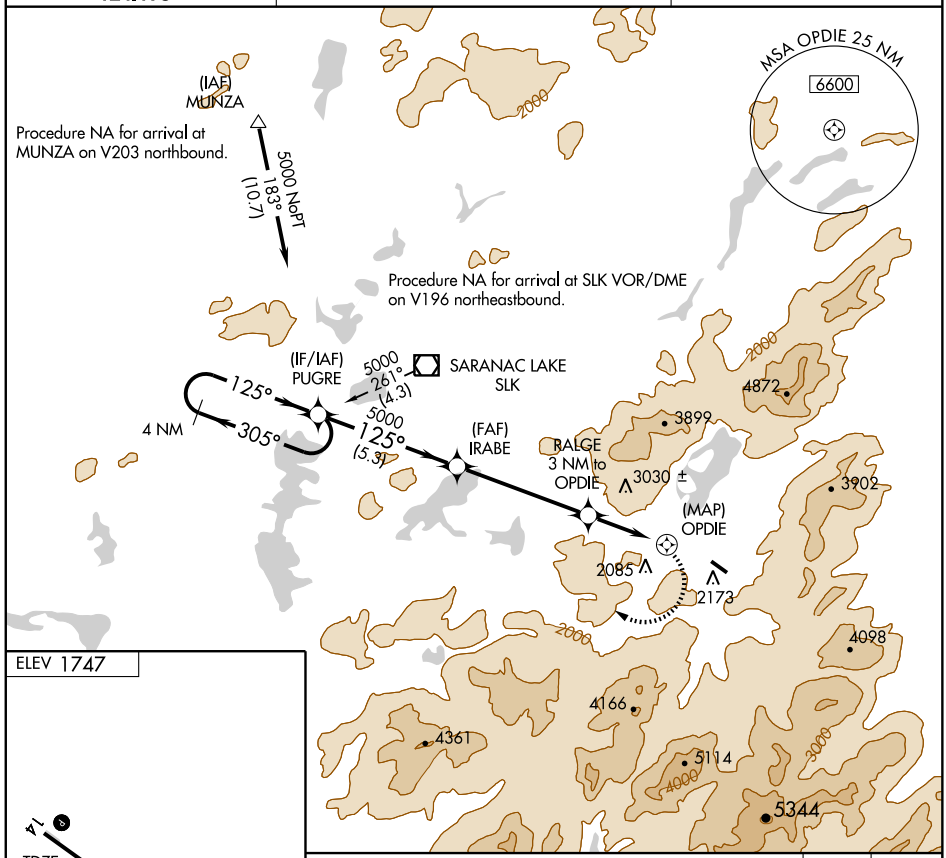
| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 125° | TDZE | 1746 |
| | Apt Elev | 1747 |

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

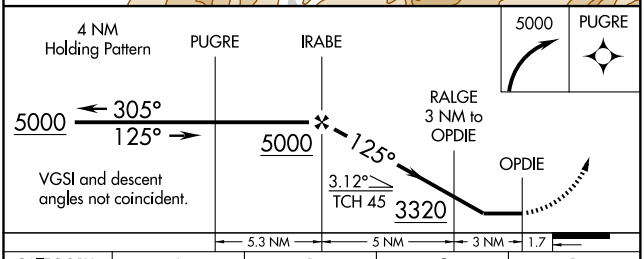
MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

| SARANAC LAKE ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3140-2 | 1394 (1400-2) | NA | |
| CIRCLING | 3140-2 | 1393 (1400-2) | NA | |

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 323° | TDZE | N/A |
| Chan 19 | | Apt Elev | 785 |

# VOR or GPS-A

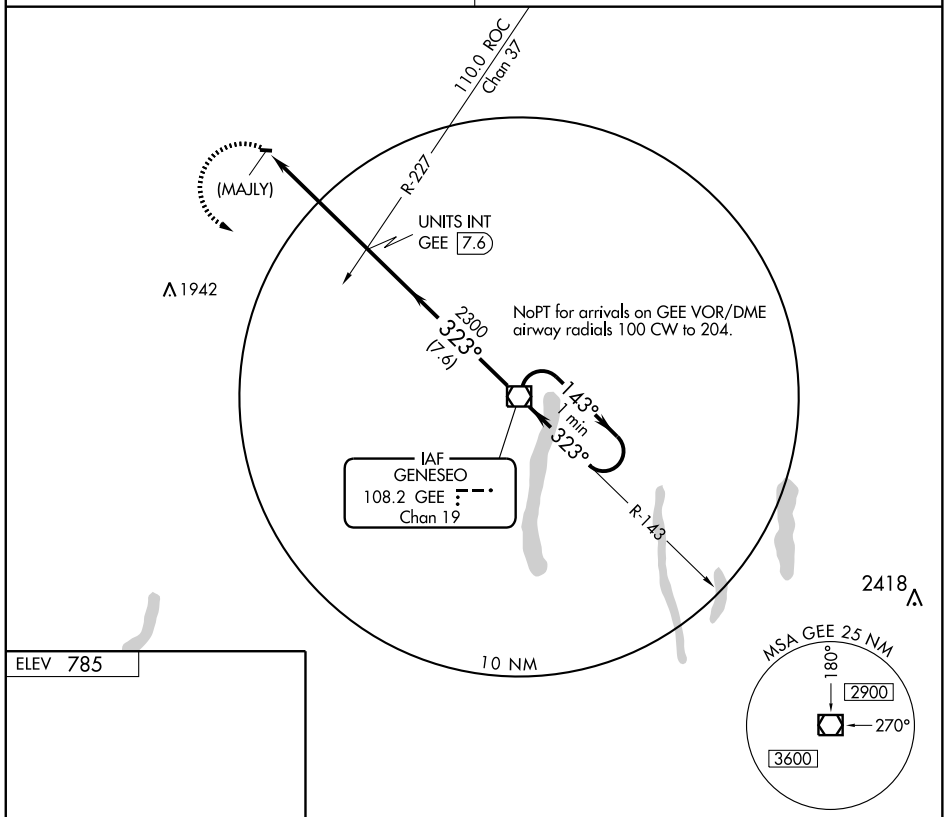
LE ROY (5GØ)

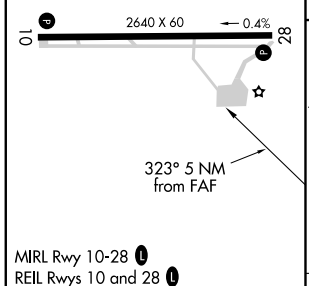
NA

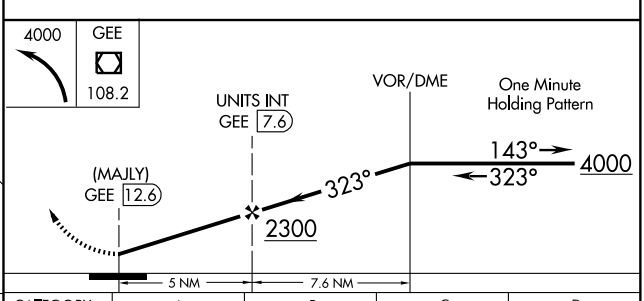
Use Rochester altimeter setting; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

| ROCHESTER APP CON | UNICOM |
|---|---|
| 123.7 323.3 | 122.8 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>615 (700-1) | NA | | |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 2475 |
|---|---|---|
| 282° | TDZE | 588 |
| | Apt Elev | 588 |

# RNAV (GPS) RWY 28

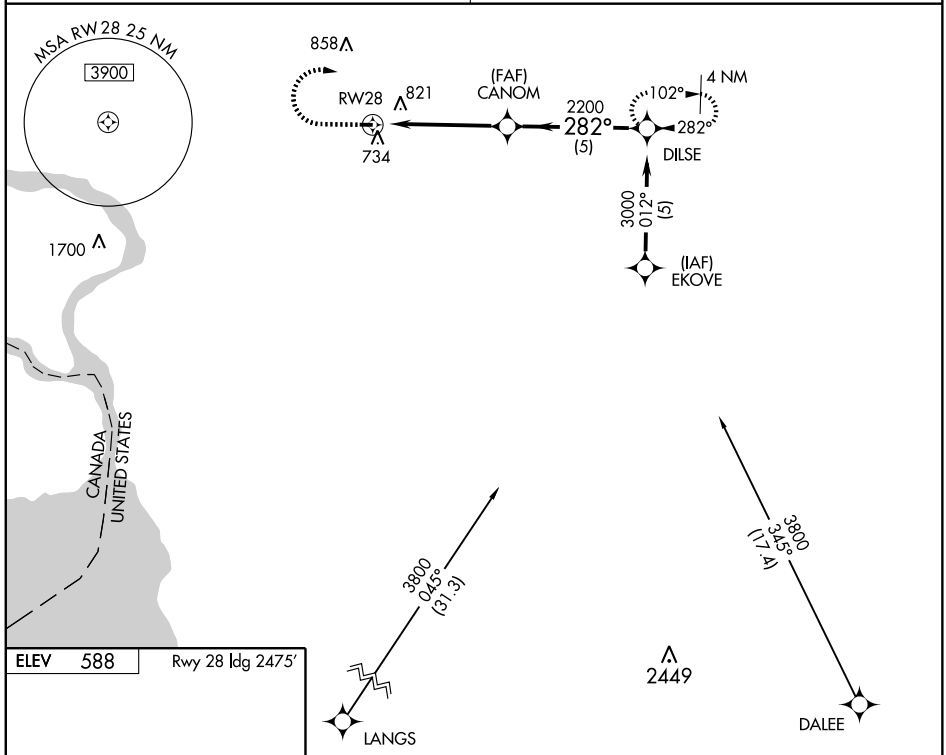
## LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

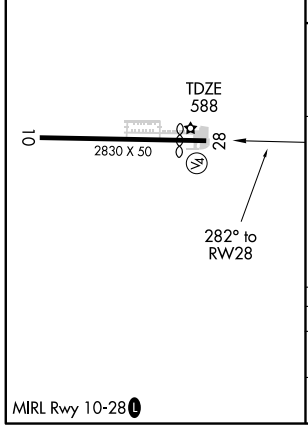
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Use Buffalo Niagra Intl altimeter setting.
Procedure not authorized at night.

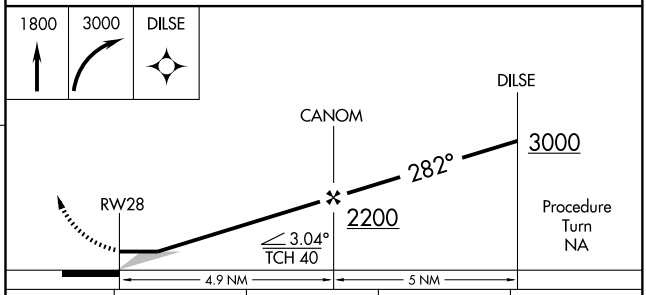
NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.5 317.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 532 (600-1) | NA | |
| CIRCLING | 1180-1 | 592 (600-1) | NA | |

MIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 052° | TDZE | 770 |
| | Apt Elev | 790 |

# GPS RWY 5
## MALONE-DUFORT (MAL)

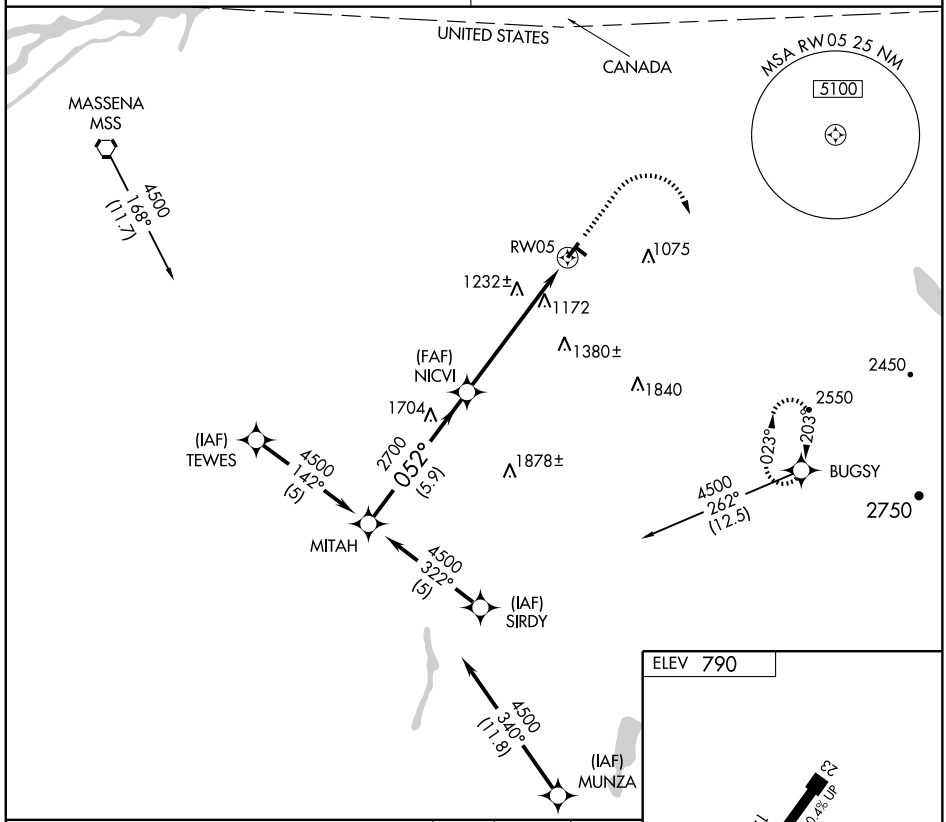
NA

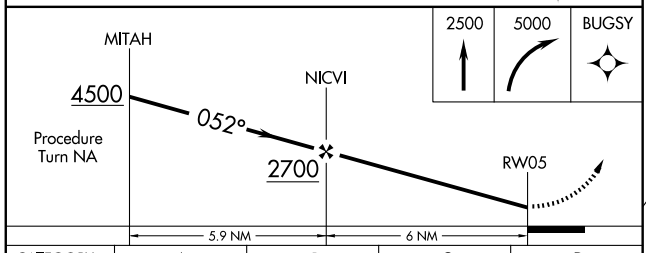
Use Massena Intl-Richards Field altimeter setting.

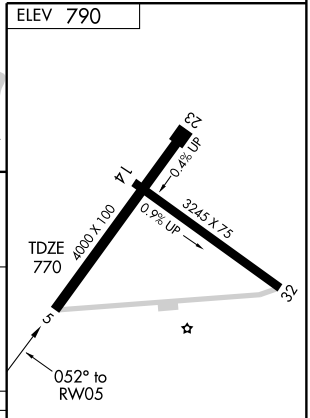
MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
**135.25 377.1**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1680-1¼ | 910 (900-1¼) | 1680-2¾<br>910 (900-2¾) | NA |
| CIRCLING | 1680-1¼ | 890 (900-1¼) | 1680-2¾<br>890 (900-2¾) | NA |

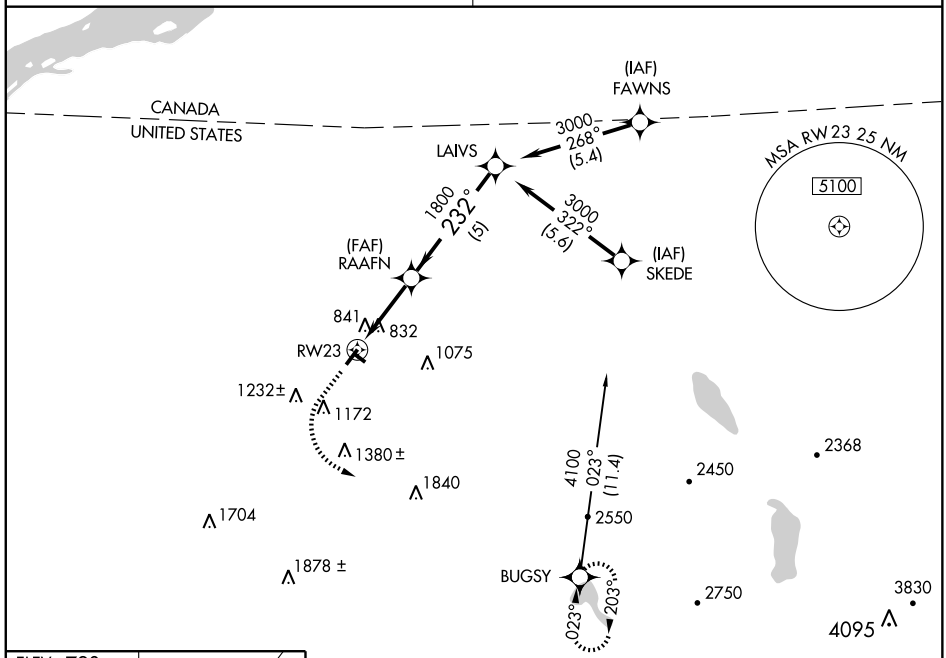
REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

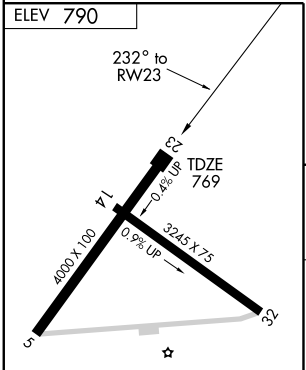
NE-2. 08 APR 2010 to 06 MAY 2010

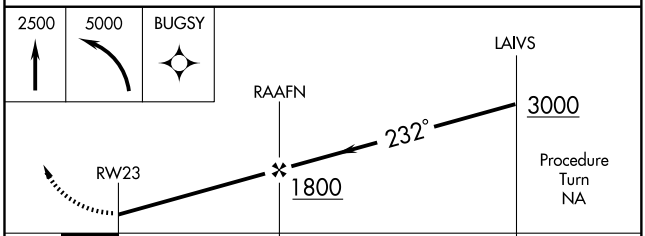
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 232° | TDZE | 769 |
| | Apt Elev | 790 |

# GPS RWY 23
## MALONE-DUFORT (MAL)

| | |
|---|---|
| ▼ NA | Use Massena Intl-Richards Field altimeter setting. |
| MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold. | |
| BOSTON CENTER 135.25 377.1 | UNICOM 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1280-1 | 511 (500-1) | 1280-1½ 511 (500-1½) | NA |
| CIRCLING | 1500-1 710 (800-1) | 1520-1 730 (800-1) | 1520-2 730 (800-2) | NA |

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-MSS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 108.7 | 045° | TDZE | 205 |
| | | Apt Elev | 222 |

# ILS or LOC RWY 5

## MASSENA INTL-RICHARDS FIELD (MSS)

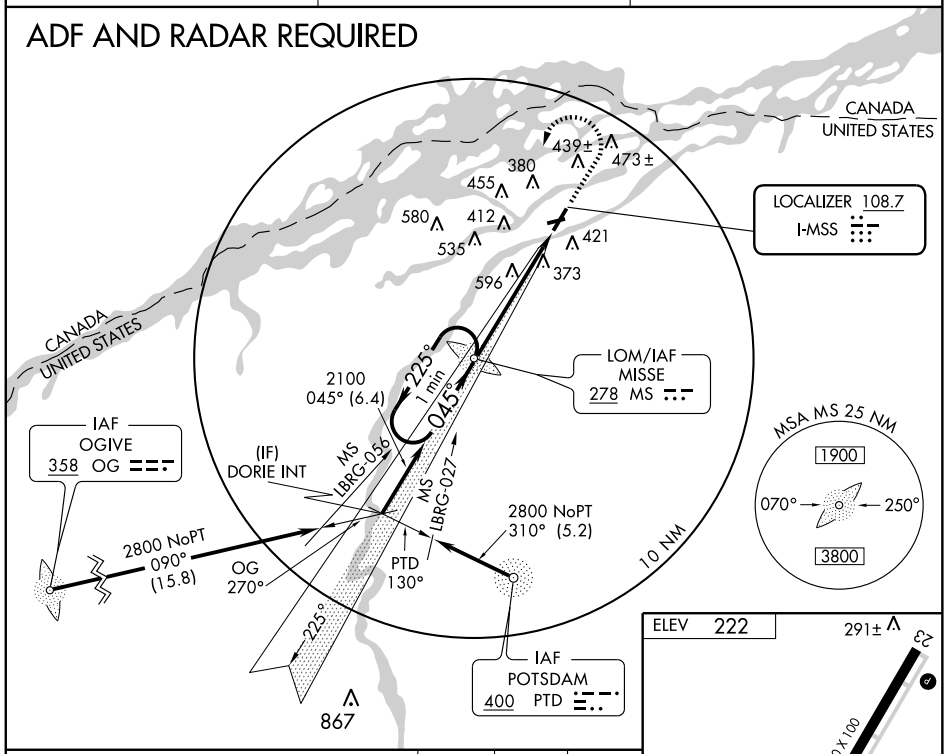
Circling to Rwy 9-27 NA at night. When VGSI Inop, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility 1¾ miles and S-LOC Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D 1¼ miles; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile.

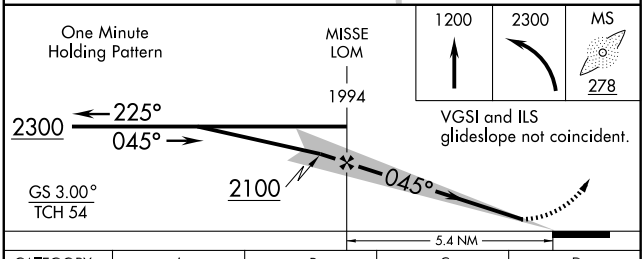
NA

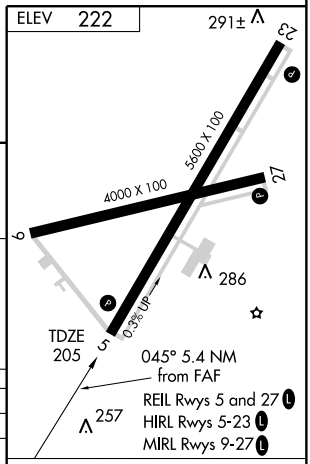
MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |

ADF AND RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 455-¾ | 250 (300-¾) | | |
| S-LOC 5 | 800-1 595 (600-1) | | 800-1½ 595 (600-1½) | 800-1¾ 595 (600-1¾) |
| CIRCLING | 800-1 578 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 70303 W05A | APP CRS 045° | Rwy Idg 5600 TDZE 205 Apt Elev 222 |
|---|---|---|

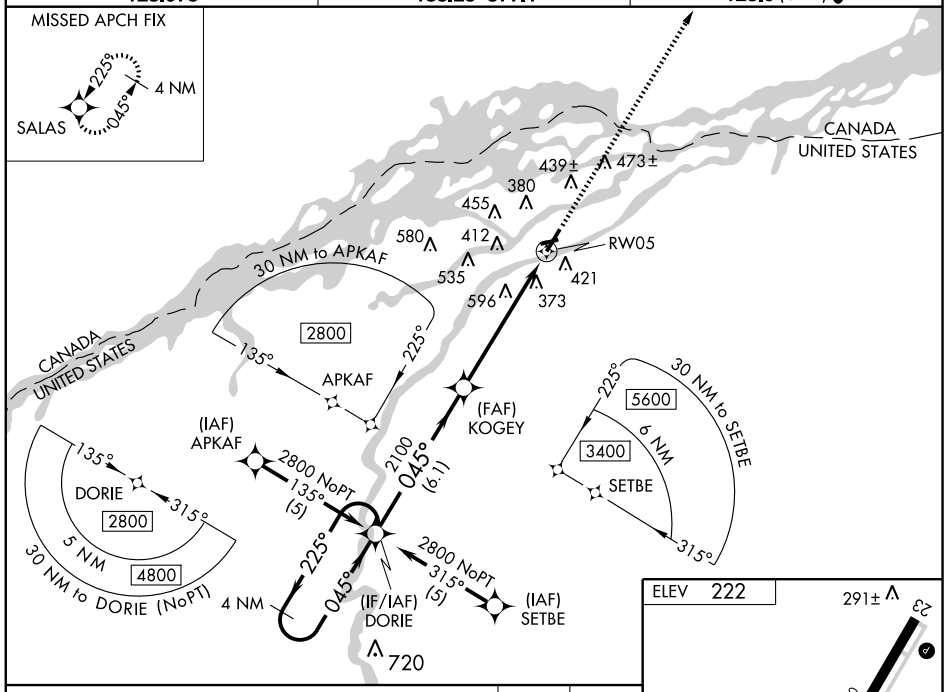
# RNAV (GPS) RWY 5

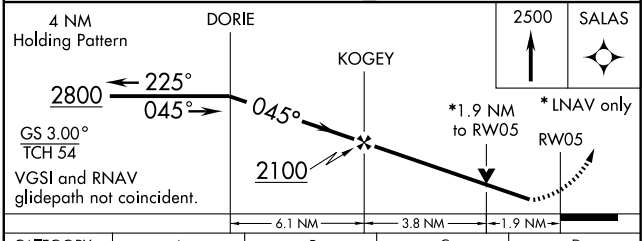
## MASSENA INTL-RICHARDS FIELD (MSS)

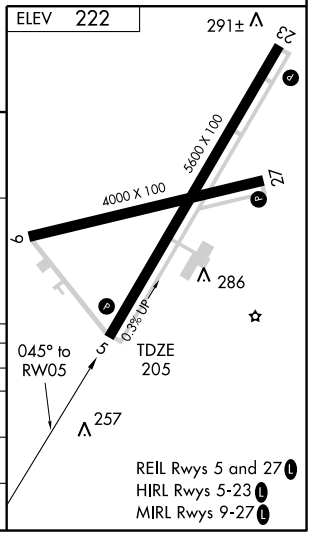
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. Circling to Rwy 9-27 NA at night. When VGSI inop, Circling Rwy 23 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1¾ miles, LNAV/VNAV all Cats visibility 2¼ miles, LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D 1 mile, and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D ¾ mile.

MISSED APPROACH: Climb to 2500 direct SALAS and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 495-1 290 (300-1) | | | |
| LNAV/VNAV DA | 968-2¾ 763 (800-2¾) | | | |
| LNAV MDA | 860-1 655 (700-1) | | 860-1¾ 655 (700-1¾) | 860-2 655 (700-2) |
| CIRCLING | 860-1 638 (700-1) | | 860-1¾ 638 (700-1¾) | 900-2¼ 678 (700-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 075° | TDZE | 205 |
| | Apt Elev | 222 |

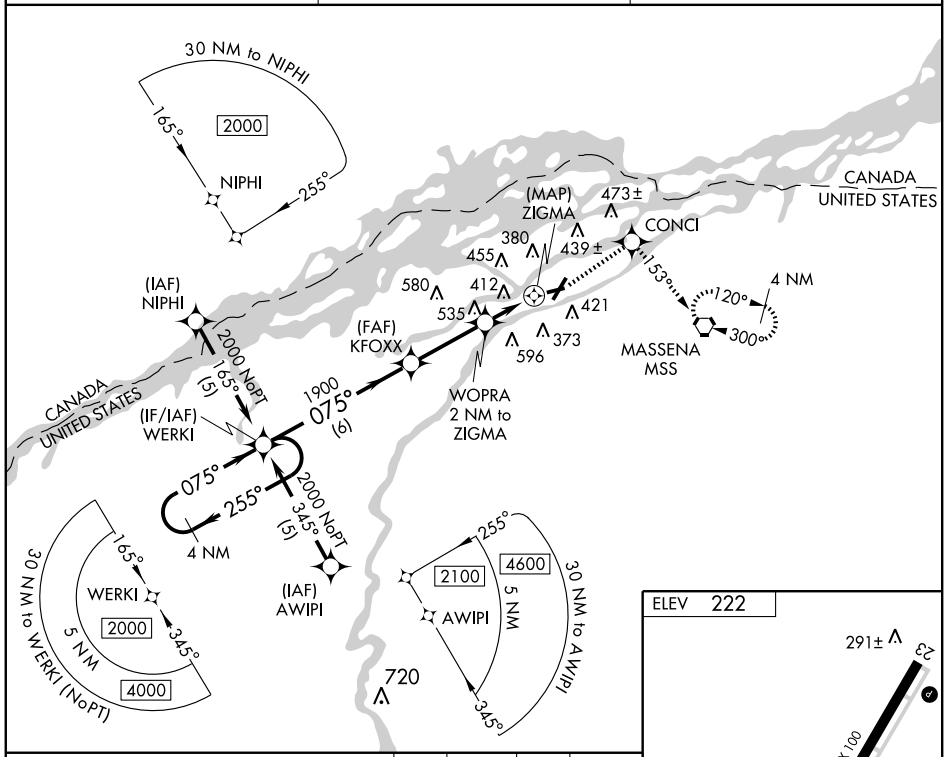
# RNAV (GPS) RWY 9

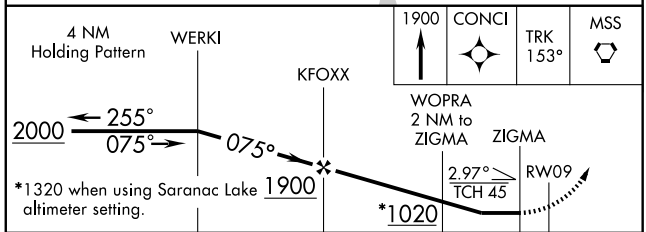
## MASSENA INTL-RICHARDS FIELD (MSS)

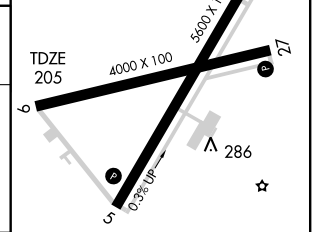
Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altmeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ miles, Cat D 1½ miles, Circling Cat A ¼ mile, Cat B ½ mile, Cat C 1½ miles, and Cat D ¾ mile. Straight-in/Circling Rwy 9 NA at night. When VGSI Inop, Circling to Rwy 23 NA at night. Straight-in minima NA when using Saranac Lake altimeter setting.

MISSED APPROACH: Climb to 1900 direct CONCI and via track 153° to MSS VORTAC and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 475 (500-1) | | 680-1¼ 475 (500-1¼) | 680-1½ 475 (500-1½) |
| CIRCLING | 740-1 518 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 225° | TDZE | 222 |
| | Apt Elev | 222 |

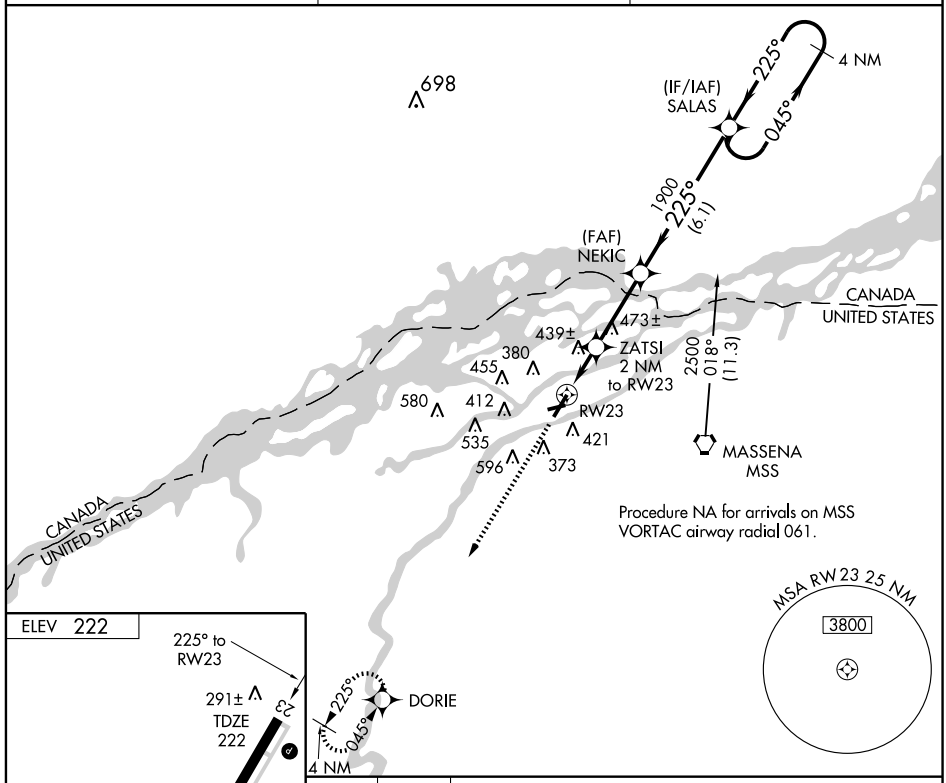
# RNAV (GPS) RWY 23

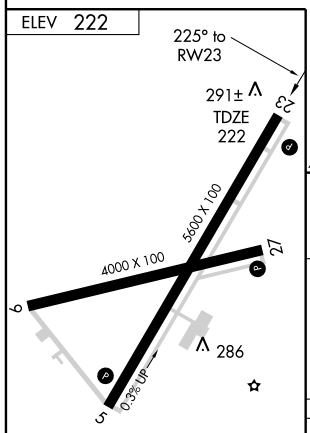
## MASSENA INTL-RICHARDS FIELD (MSS)

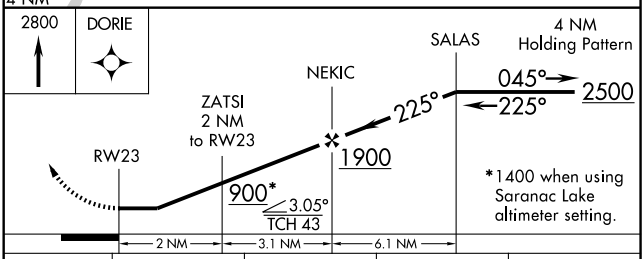
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 9-27 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile. Straight-in minima NA when using Saranac Lake altimeter setting. When VGSI inop, Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2800 direct DORIE and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 | 518 (600-1) | 740-1½ 518 (600-1½) | 740-1¾ 518 (600-1¾) |
| CIRCLING | 740-1 | 518 (600-1) | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |

257

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 270° | TDZE | 205 |
| | Apt Elev | 222 |

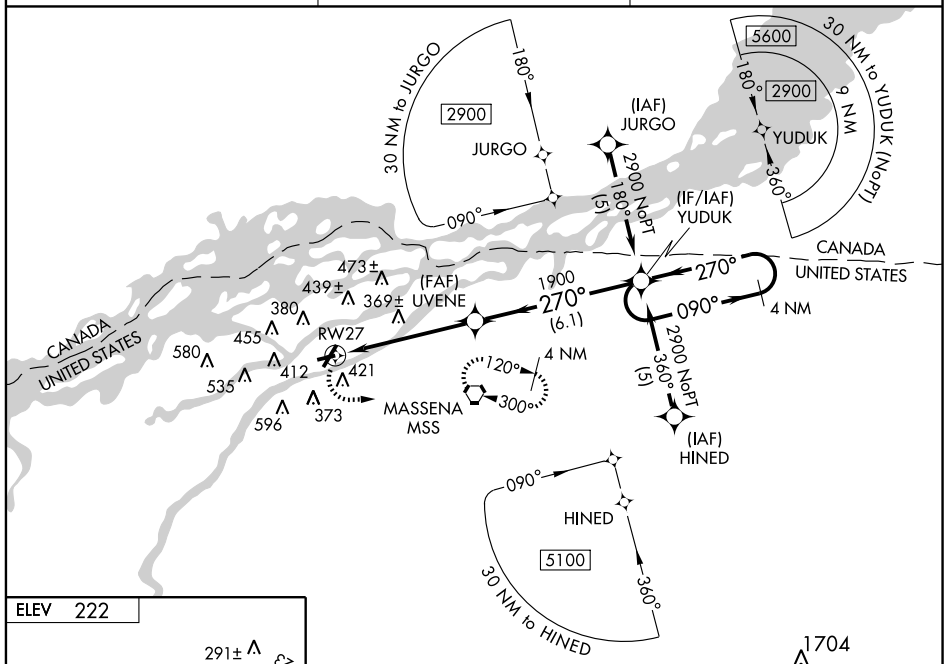
# RNAV (GPS) RWY 27

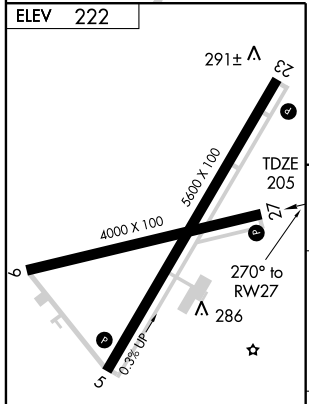
## MASSENA INTL-RICHARDS FIELD (MSS)

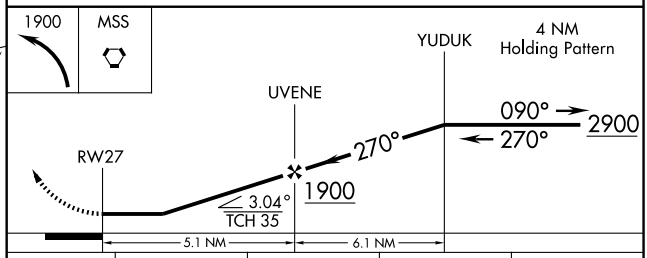
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ mile, and Cat D 1½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1½ mile, and Cat D ¾ mile. Circling to Rwy 9 NA at night. When VGSI inop, Circling to Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 27 NA at night.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




257

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 475 (500-1) | | 680-1¼ 475 (500-1¼) | 680-1½ 475 (500-1½) |
| CIRCLING | 740-1 518 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOM MG | APP CRS | | |
|---|---|---|---|
| 353 | 275° | Rwy Idg | 2811 |
| | | TDZE | 523 |
| | | Apt Elev | 523 |

# NDB RWY 26

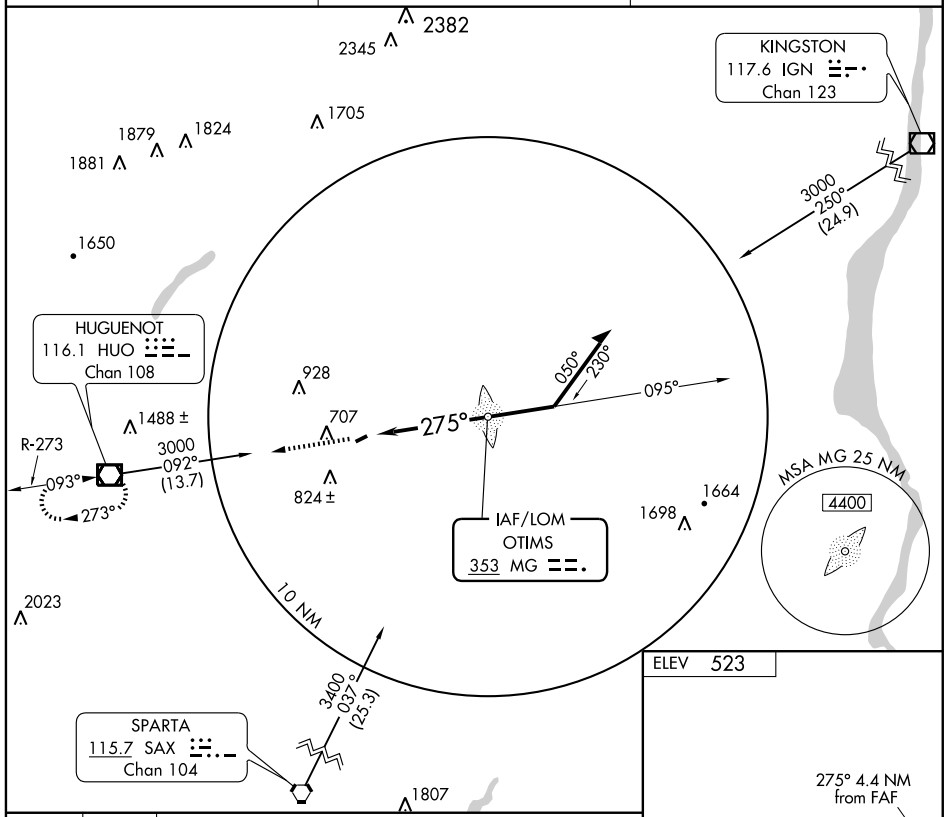
MIDDLETOWN/ RANDALL (Ø6N)

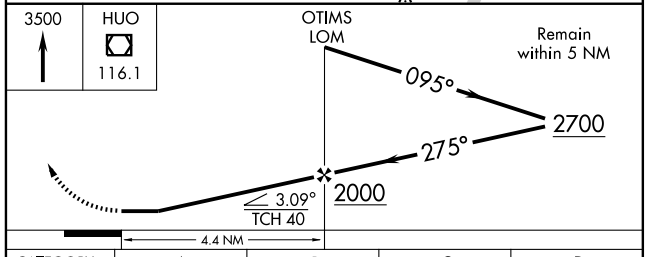
NA

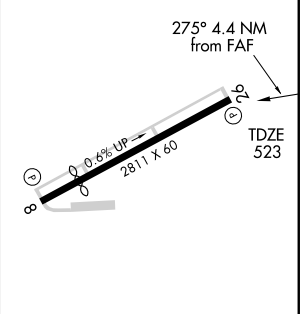
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1200-1<br>677 (700-1) | NA | | |
| CIRCLING | 1200-1<br>677 (700-1) | NA | | |

MIRL Rwy 8-26

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 2248 |
|---|---|---|
| 075° | TDZE | 523 |
| | Apt Elev | 523 |

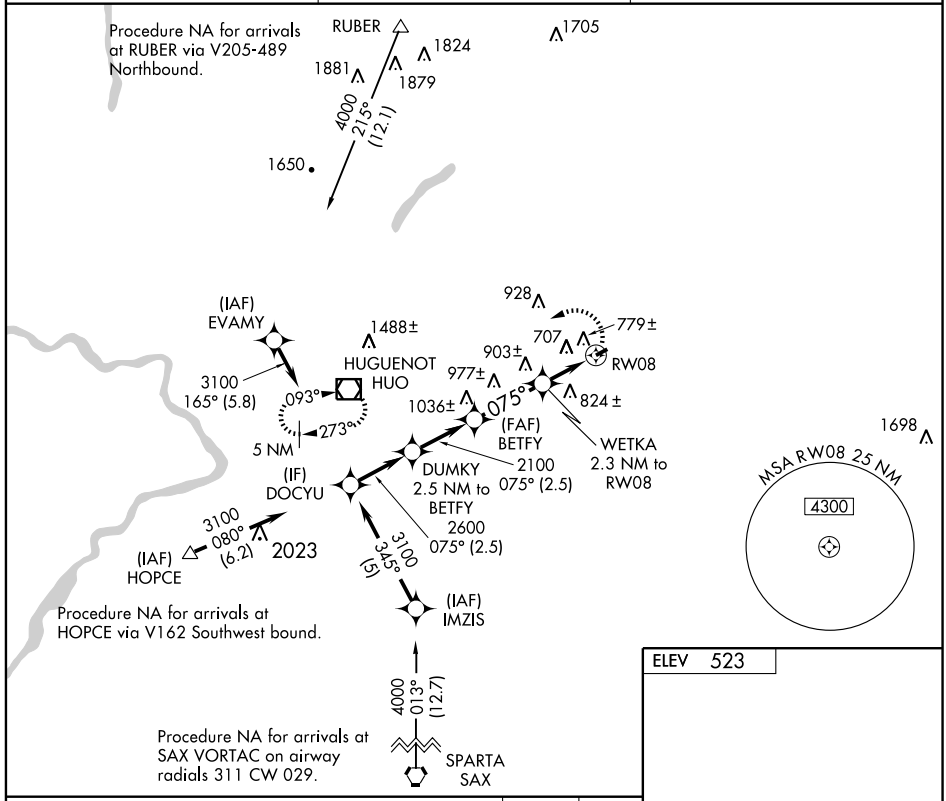
# RNAV (GPS) RWY 8

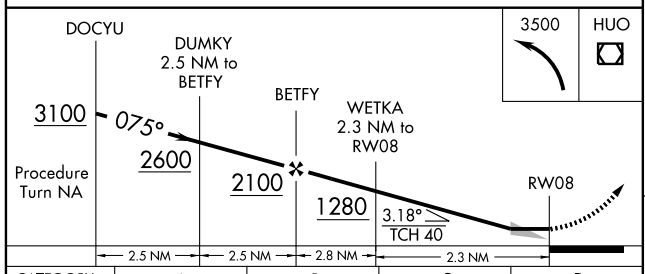
MIDDLETOWN / RANDALL (Ø6N)

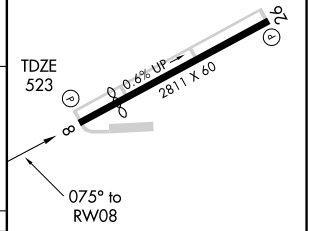
DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1<br>557 (600-1) | NA | | |
| CIRCLING | 1180-1<br>657 (700-1) | NA | | |

MIRL Rwy 8-26

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 2811 |
|---|---|---|
| 255° | TDZE | 523 |
| | Apt Elev | 523 |

# RNAV (GPS) RWY 26

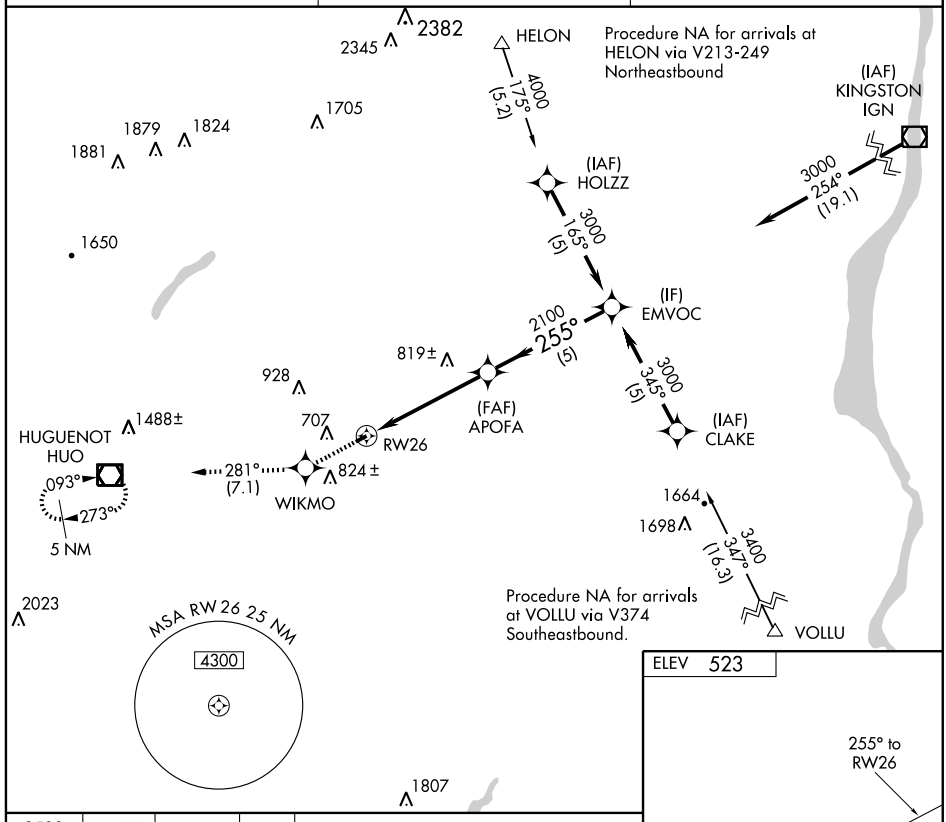
MIDDLETOWN / RANDALL (Ø6N)

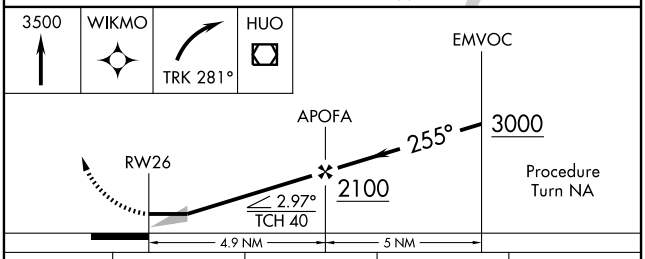
DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

NA

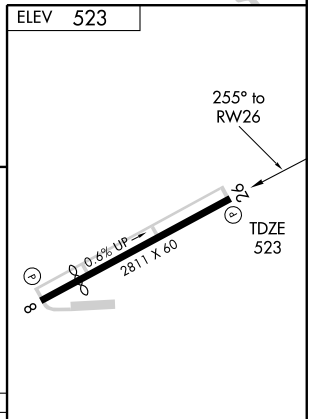
MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1<br>597 (600-1) | NA | | |
| CIRCLING | 1180-1<br>657 (700-1) | NA | | |




NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME HUO | APP CRS | Rwy Idg | 2248 |
|---|---|---|---|
| 116.1 | 093° | TDZE | 523 |
| Chan 108 | | Apt Elev | 523 |

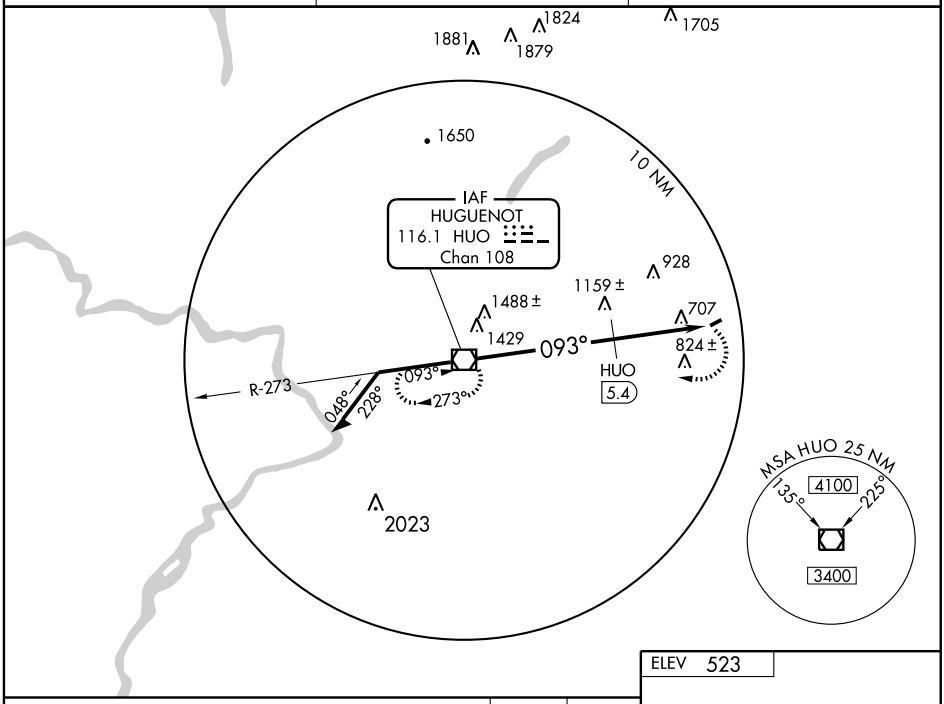
# VOR RWY 8

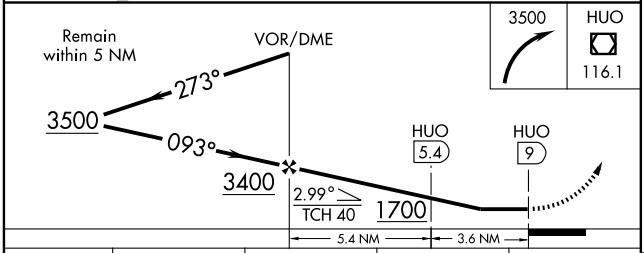
MIDDLETOWN/ RANDALL (Ø6N)

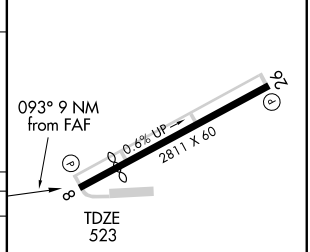
▼ NA — Use Orange County altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1700-1¼ 1177 (1200-1¼) | NA | | |
| CIRCLING | 1700-1¼ 1177 (1200-1¼) | NA | | |
| DME MINIMUMS | | | | |
| S-8 | 1460-1¼ 937 (1000-1¼) | NA | | |
| CIRCLING | 1460-1¼ 937 (1000-1¼) | NA | | |

MIRL Rwy 8-26

| FAF to MAP 9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:00 | 6:00 | 4:30 | 3:36 | 3:00 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 78008 W17A | APP CRS 167° | Rwy Idg 3830 TDZE 694 Apt Elev 698 |
|---|---|---|

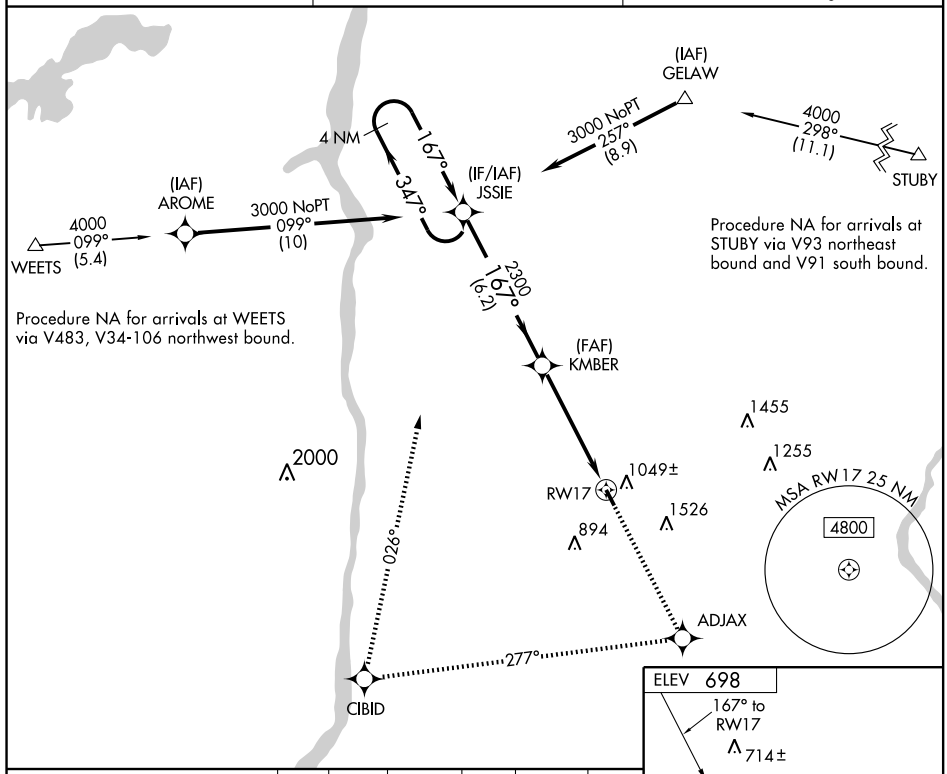
# RNAV (GPS) RWY 17

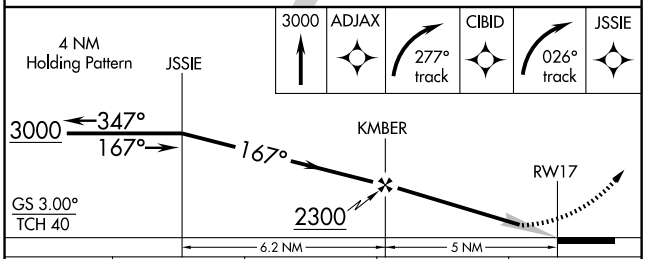
MILLBROOK/ SKY ACRES (44N)

DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

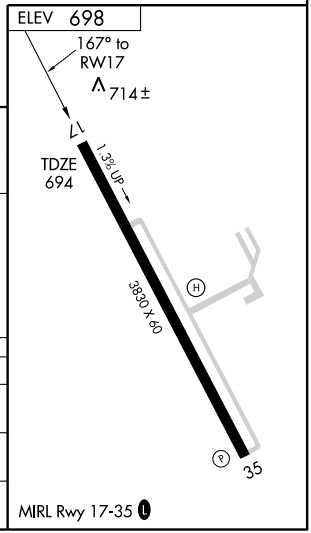
MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

| POUGHKEEPSIE ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1021-1¼ 327 (400-1¼) | | NA | |
| LNAV MDA | 1620-1¼ 926 (1000-1¼) | | NA | |
| CIRCLING | 1620-1¼ 922 (1000-1¼) | | NA | |




NE-2. 08 APR 2010 to 06 MAY 2010

MILLBROOK, NEW YORK AL-5473 (FAA)

| WAAS | APP CRS | Rwy Idg | 3830 |
|---|---|---|---|
| CH 86308 | 347° | TDZE | 698 |
| W35A | | Apt Elev | 698 |

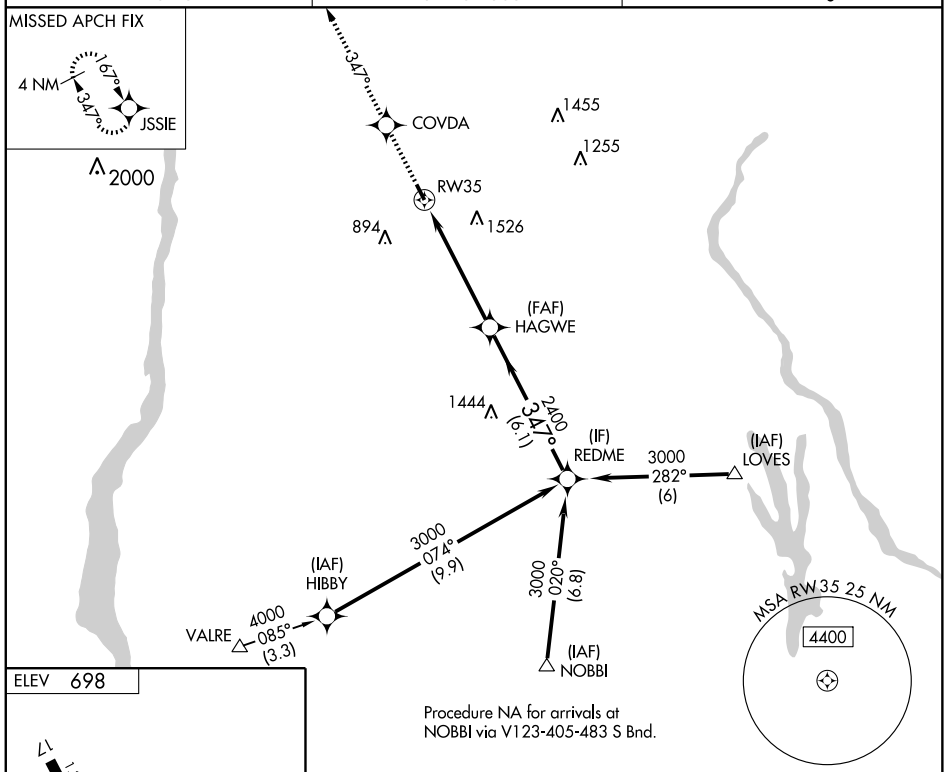
# RNAV (GPS) RWY 35

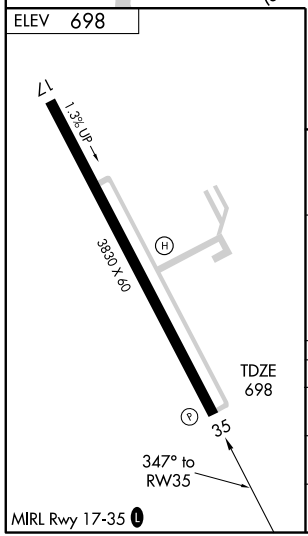
MILLBROOK/ SKY ACRES (44N)

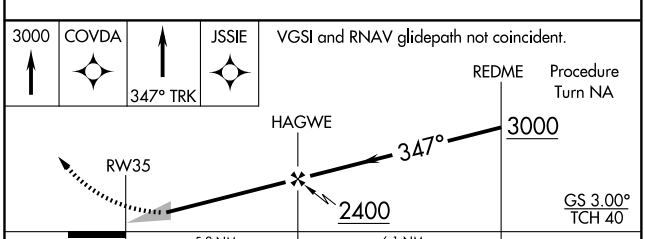
DME/DME RNP-0.3 NA.
NA Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

| POUGHKEEPSIE ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1046-1¼ | 348 (400-1¼) | NA | |
| LNAV MDA | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | |
| CIRCLING | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 069° | TDZE | N/A |
| | Apt Elev | 700 |

# VOR-A

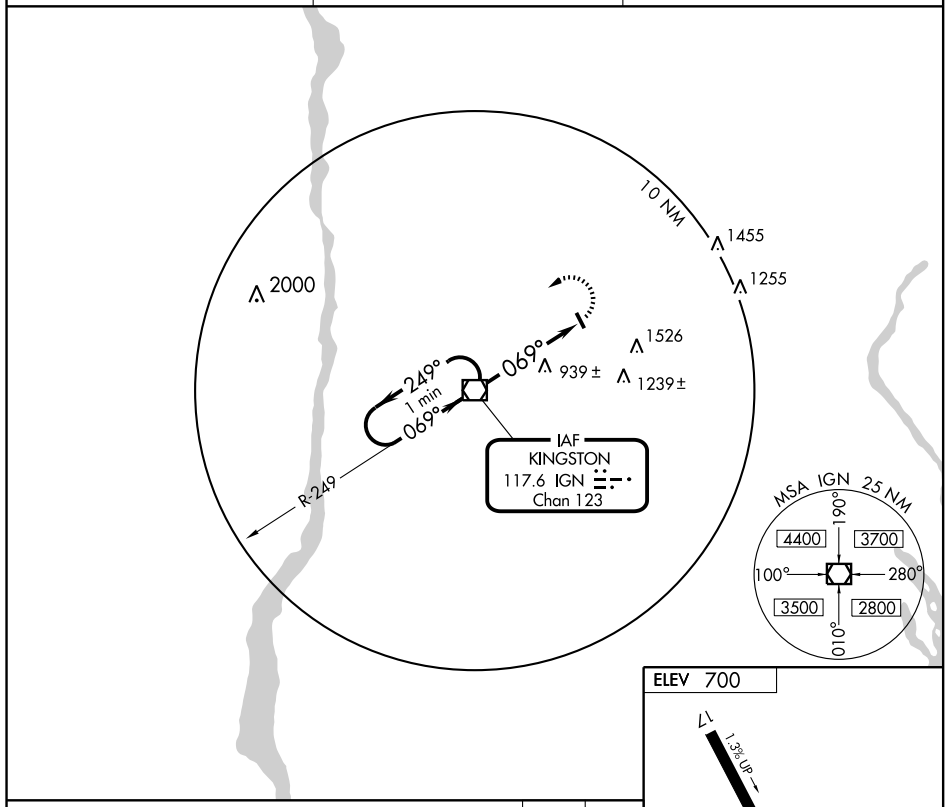
MILLBROOK/ SKY ACRES (44N)

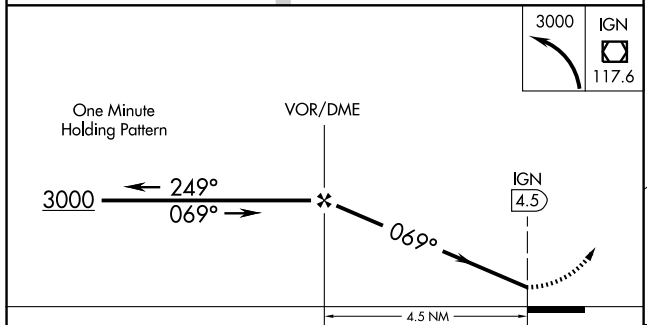
NA

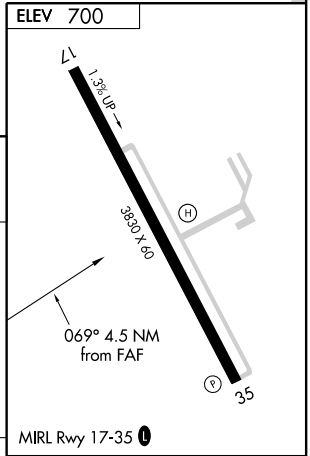
Use Poughkeepsie altimeter setting. NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

| POUGHKEEPSIE ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580 - 1<br>880 (900-1) | 1580 - 1¼<br>880 (900-1¼) | NA | |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NE-2. 08 APR 2010 to 06 MAY 2010

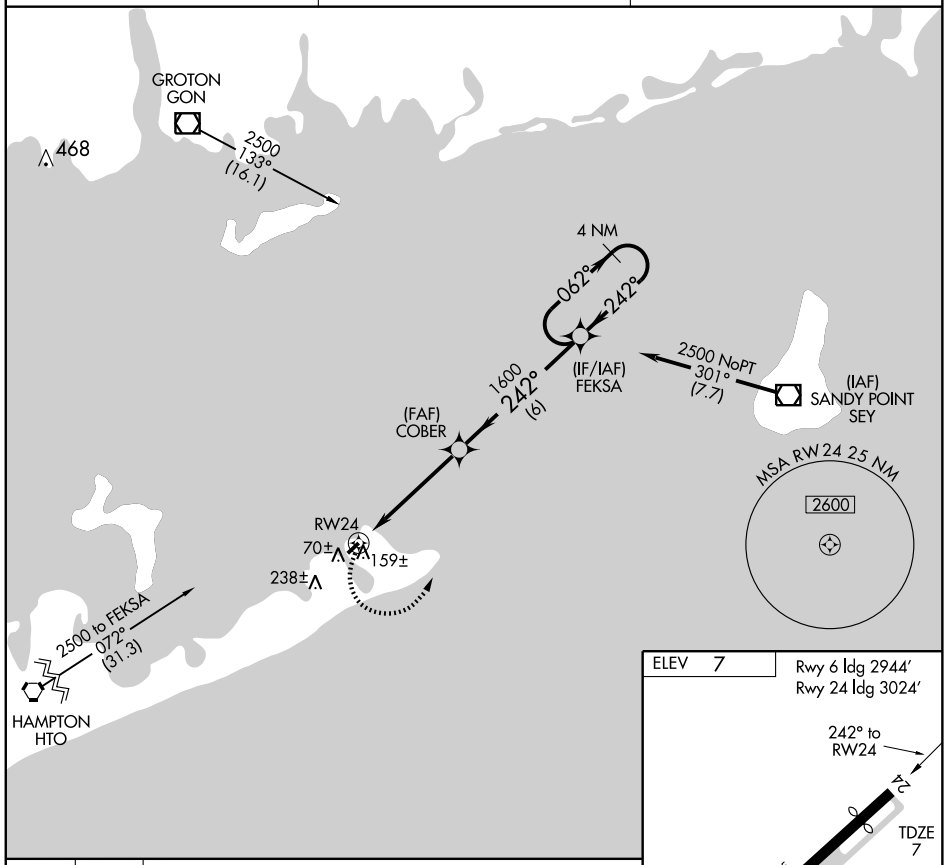
| APP CRS | Rwy Idg | 3024 |
|---|---|---|
| 242° | TDZE | 7 |
| | Apt Elev | 7 |

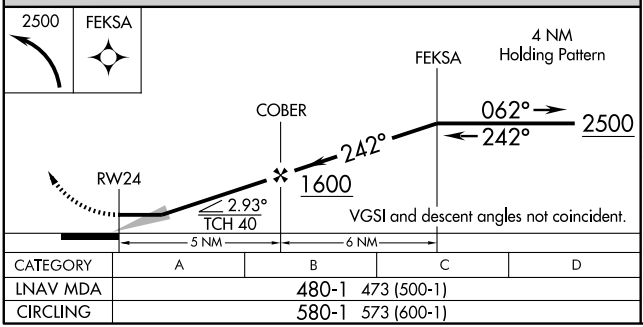
# RNAV (GPS) RWY 24
MONTAUK (MTP)

Use Block Island State altimeter setting.
NA DME/DME RNP-0.3 NA

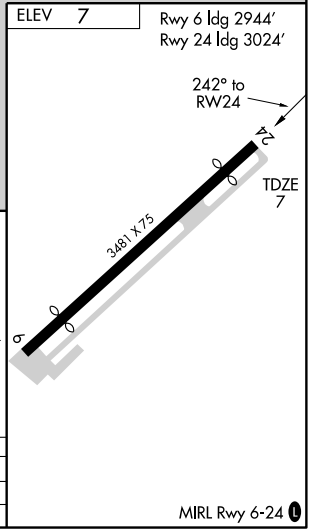
MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.

| NEW YORK APP CON ★ | UNICOM | |
|---|---|---|
| 125.97 343.65 | 122.7 (CTAF) | 121.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | | 480-1 473 (500-1) | | |
| CIRCLING | | 580-1 573 (600-1) | | |




MIRL Rwy 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

| HTO VORTAC | APP CRS | Rwy Idg | 2944 |
|---|---|---|---|
| 113.6 | 075° | TDZE | 6 |
| Chan 83 | | Apt Elev | 7 |

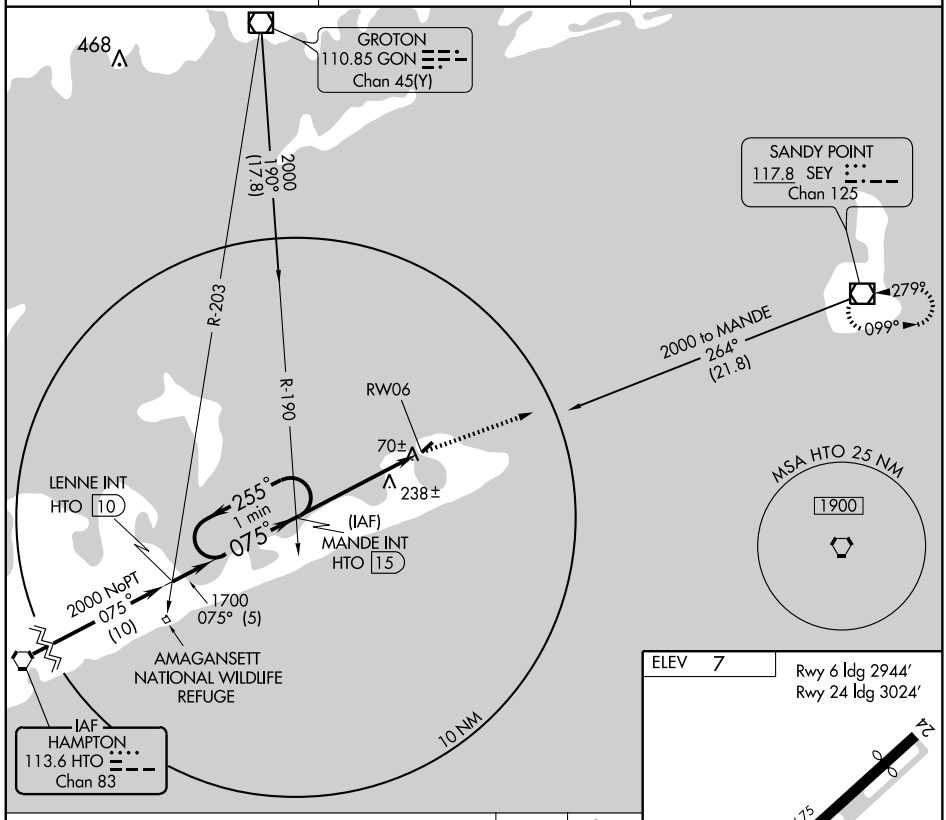
# VOR or GPS RWY 6

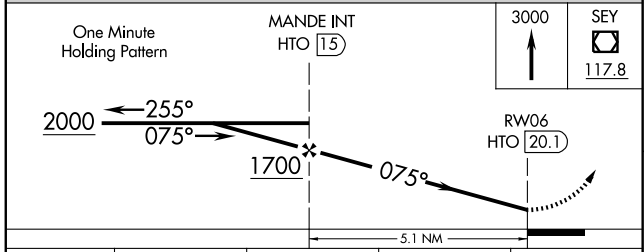
MONTAUK (MTP)

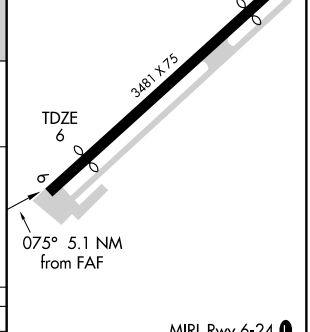
Use Block Island State altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

| NEW YORK APP CON ★ | UNICOM | 121.7 L |
|---|---|---|
| 125.975 343.65 | 122.7 (CTAF) | |




MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 660-1<br>654 (700-1) | 660-1¼<br>654 (700-1¼) | NA | |
| CIRCLING | 660-1<br>653 (700-1) | 660-1¼<br>653 (700-1¼) | NA | |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-MGJ | APP CRS | Rwy Idg | 4701 |
|---|---|---|---|
| 111.7 | 029° | TDZE | 353 |
| | | Apt Elev | 364 |

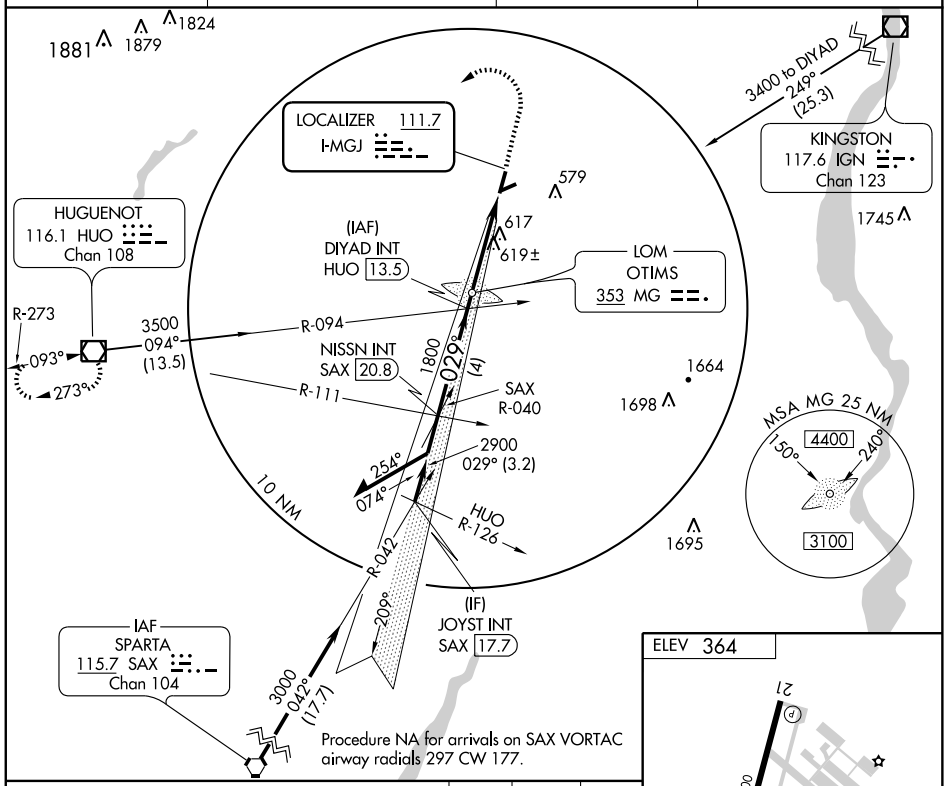
# ILS or LOC RWY 3

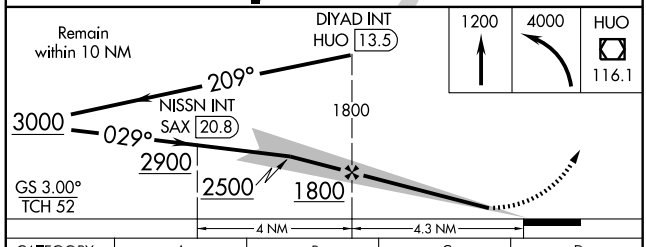
MONTGOMERY/ORANGE COUNTY (MGJ)

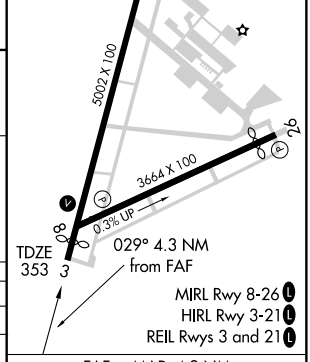
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility ¼ mile and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 699-1¼ 346 (400-1¼) | | | |
| S-LOC 3 | 1000-1 647 (700-1) | | 1000-1¾ 647 (700-1¾) | 1000-2 647 (700-2) |
| CIRCLING | 1200-1 836 (900-1) | 1200-1¼ 836 (900-1¼) | 1200-2½ 836 (900-2½) | 1200-2¾ 836 (900-2¾) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

NE-2, 08 APR 2010 to 06 MAY 2010

| LOM MG | APP CRS | Rwy Idg | 4701 |
|---|---|---|---|
| 353 | 029° | TDZE | 354 |
| | | Apt Elev | 365 |

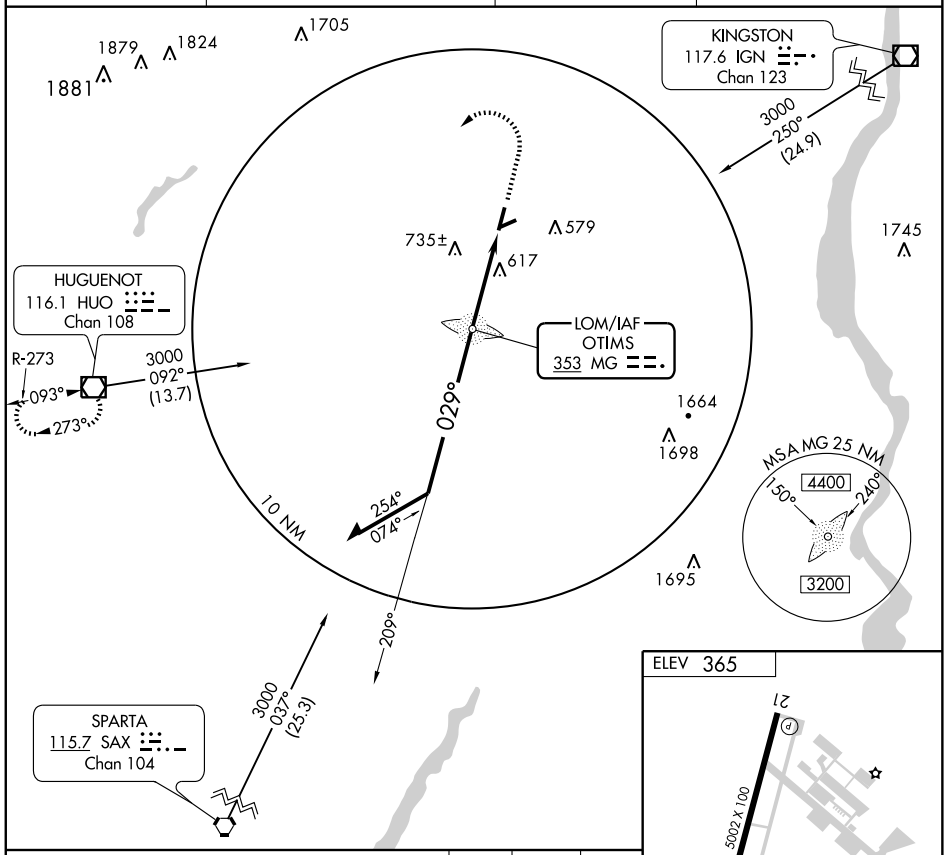
# NDB RWY 3

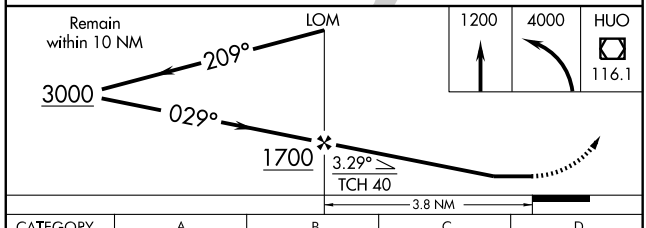
MONTGOMERY/ORANGE COUNTY (MGJ)

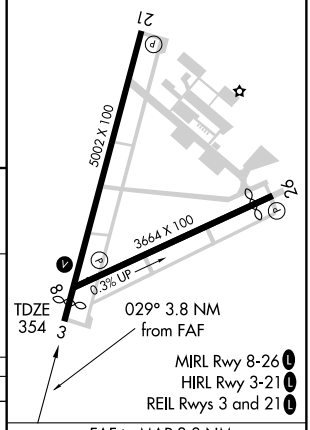
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1040-1 686 (700-1) | | 1040-2 686 (700-2) | 1040-2¼ 686 (700-2¼) |
| CIRCLING | 1200-1 835 (900-1) | 1200-1¼ 835 (900-1¼) | 1200-2½ 835 (900-2½) | 1200-2¾ 835 (900-2¾) |

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4701 |
|---|---|---|
| 029° | TDZE | 353 |
| | Apt Elev | 364 |

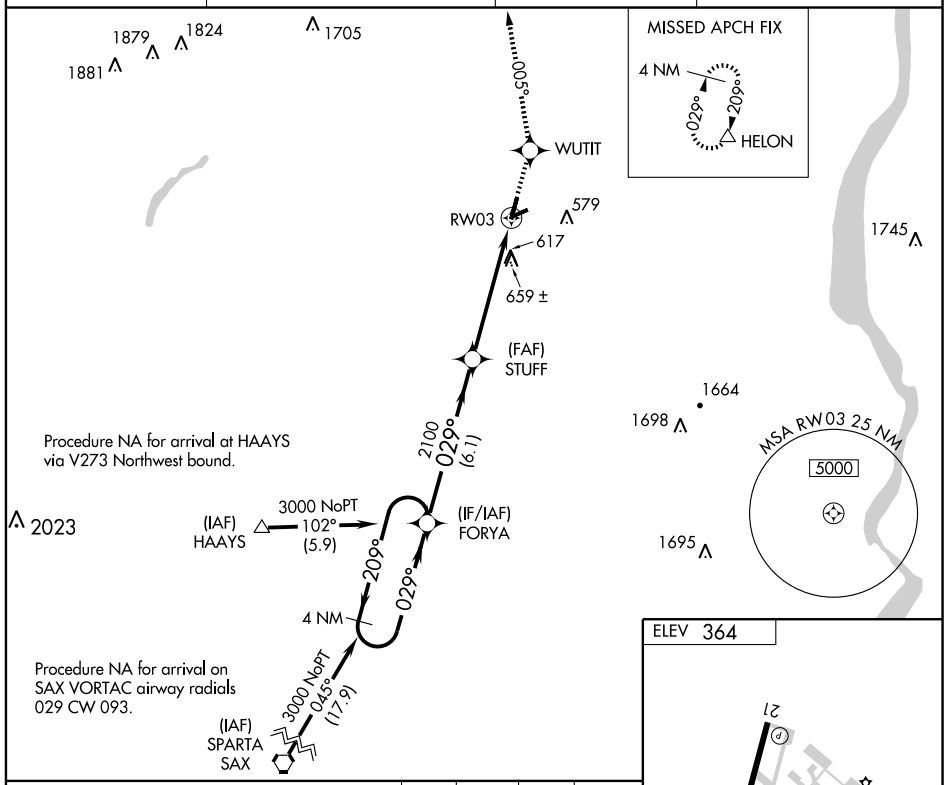
# RNAV (GPS) RWY 3

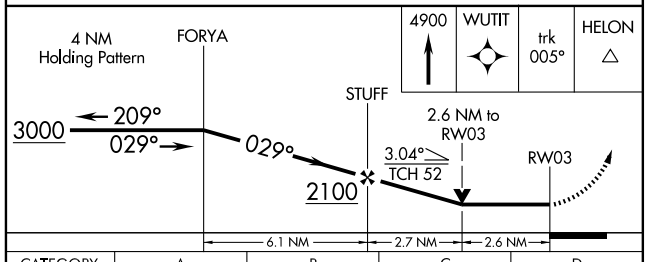
MONTGOMERY/ORANGE COUNTY (MGJ)

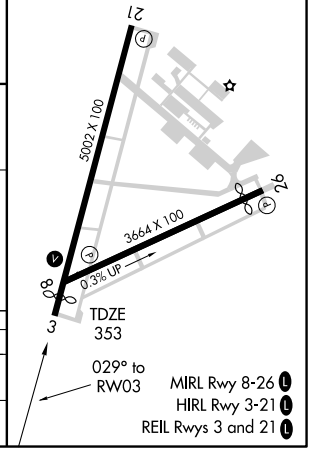
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ¼ mile. VDP NA with Poughkeepsie altimeter setting.

MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1<br>867 (900-1) | 1220-1¼<br>867 (900-1¼) | 1220-2½<br>867 (900-2½) | 1220-2¾<br>867 (900-2¾) |
| CIRCLING | 1220-1<br>856 (900-1) | 1220-1¼<br>856 (900-1¼) | 1220-2½<br>856 (900-2½) | 1220-2¾<br>856 (900-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 50216 | 080° | Rwy Idg | 3664 |
| W08A | | TDZE | 359 |
| | | Apt Elev | 364 |

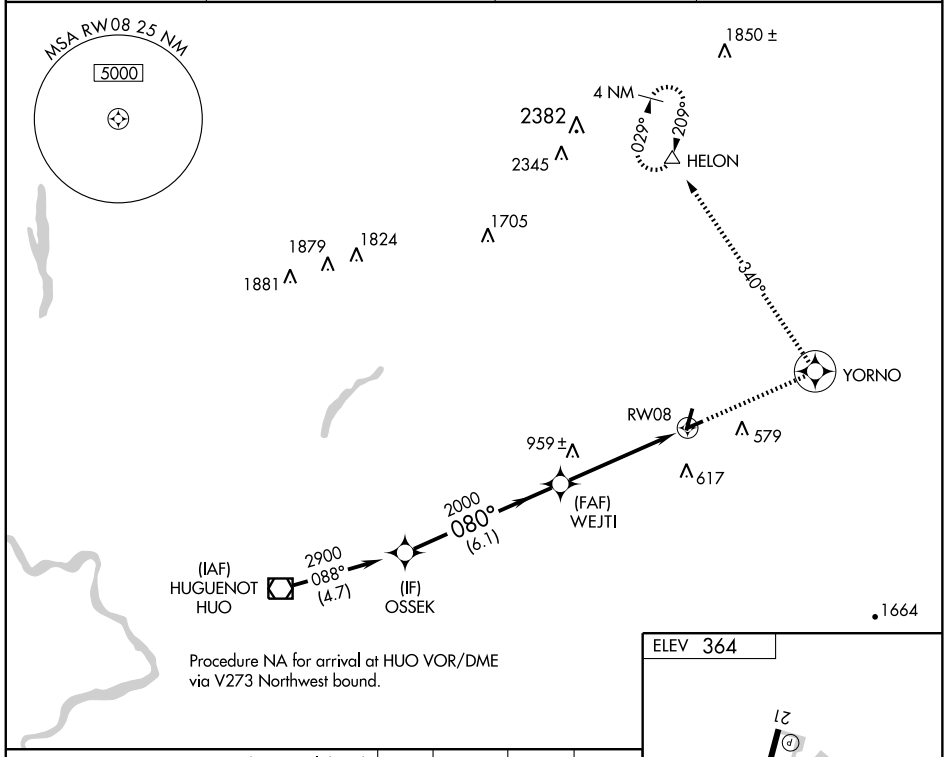
# RNAV (GPS) RWY 8

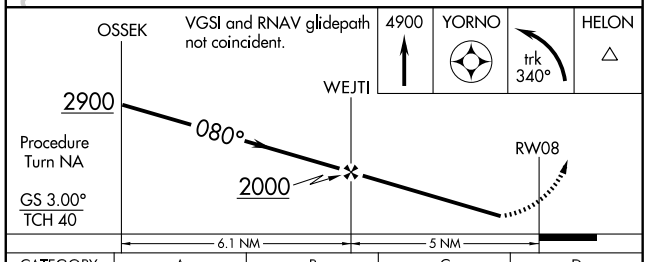
MONTGOMERY/ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

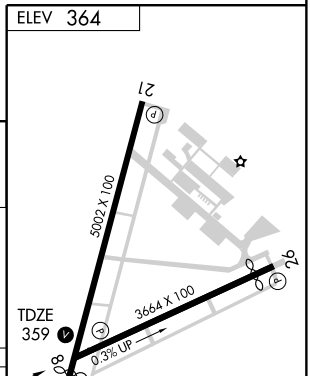
MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1059-2½ 700 (700-2½) | | | |
| LNAV MDA | 1220-1 861 (900-1) | 1220-1¼ 861 (900-1¼) | 1220-2½ 861 (900-2½) | 1220-2¾ 861 (900-2¾) |
| CIRCLING | 1220-1 856 (900-1) | 1220-1¼ 856 (900-1¼) | 1220-2½ 856 (900-2½) | 1220-2¾ 856 (900-2¾) |




NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 86416 W21A | APP CRS 210° | Rwy Idg 5002 TDZE 353 Apt Elev 364 |
|---|---|---|

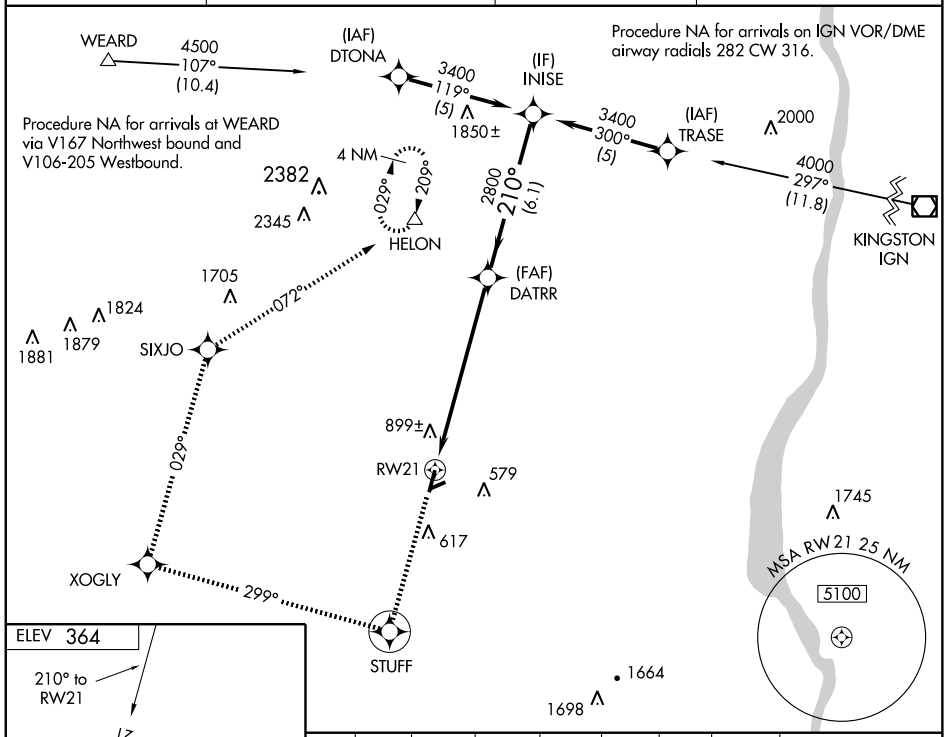
# RNAV (GPS) RWY 21

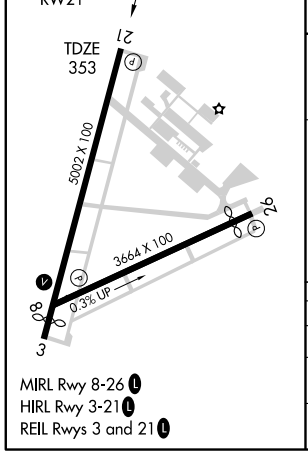
MONTGOMERY / ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie alitmeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile.

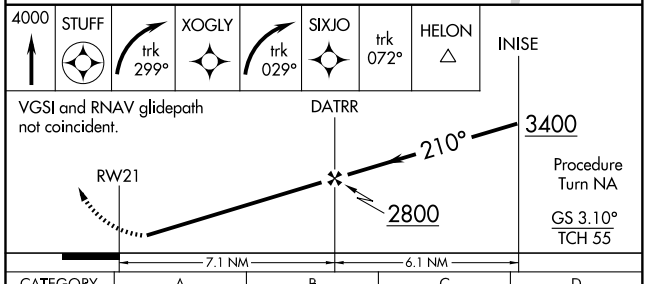
MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and via track 072° to HELON and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 704-1¼ 351 (400-1¼) | | | |
| LNAV MDA | 1220-1 867 (900-1) | 1220-1¼ 867 (900-1¼) | 1220-2½ 867 (900-2½) | 1220-2¾ 867 (900-2¾) |
| CIRCLING | 1220-1 856 (900-1) | 1220-1¼ 856 (900-1¼) | 1220-2½ 856 (900-2½) | 1220-2¾ 856 (900-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 26

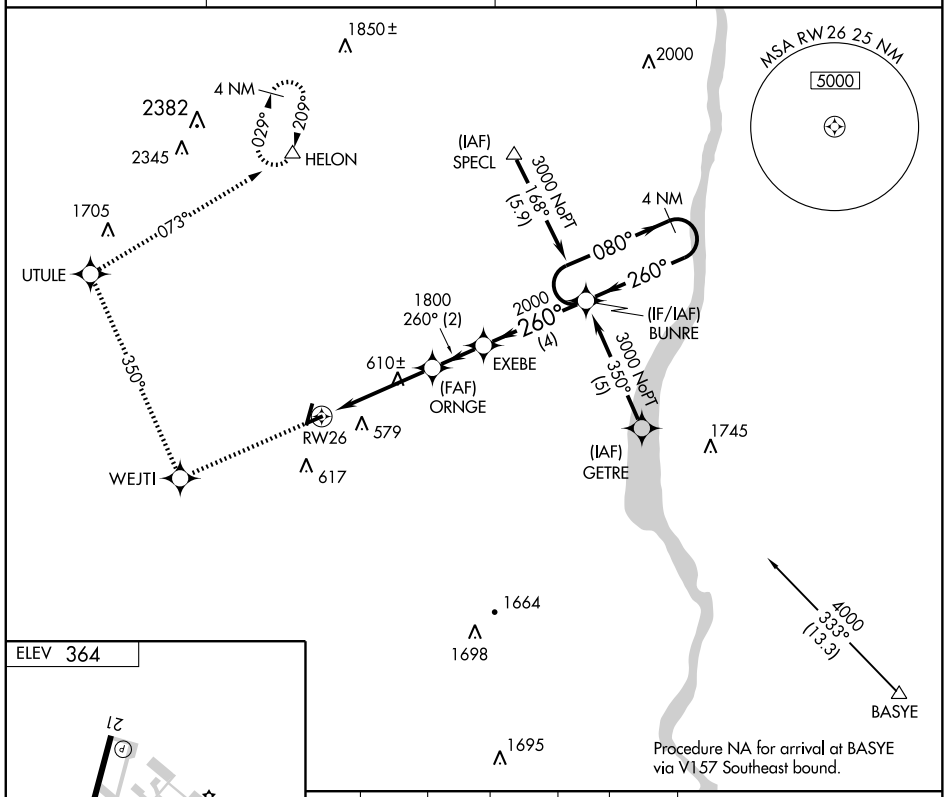
MONTGOMERY/ ORANGE COUNTY (MGJ)

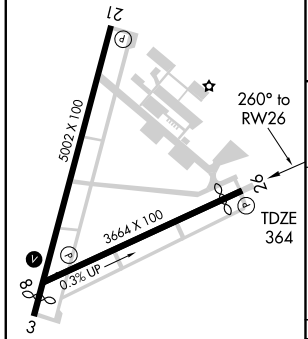
| APP CRS | Rwy Idg | 3349 |
|---|---|---|
| 260° | TDZE | 364 |
| | Apt Elev | 364 |

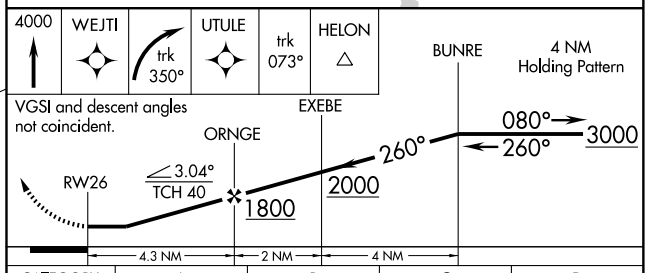
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn via track 350° to UTULE and via track 073° to HELON and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |



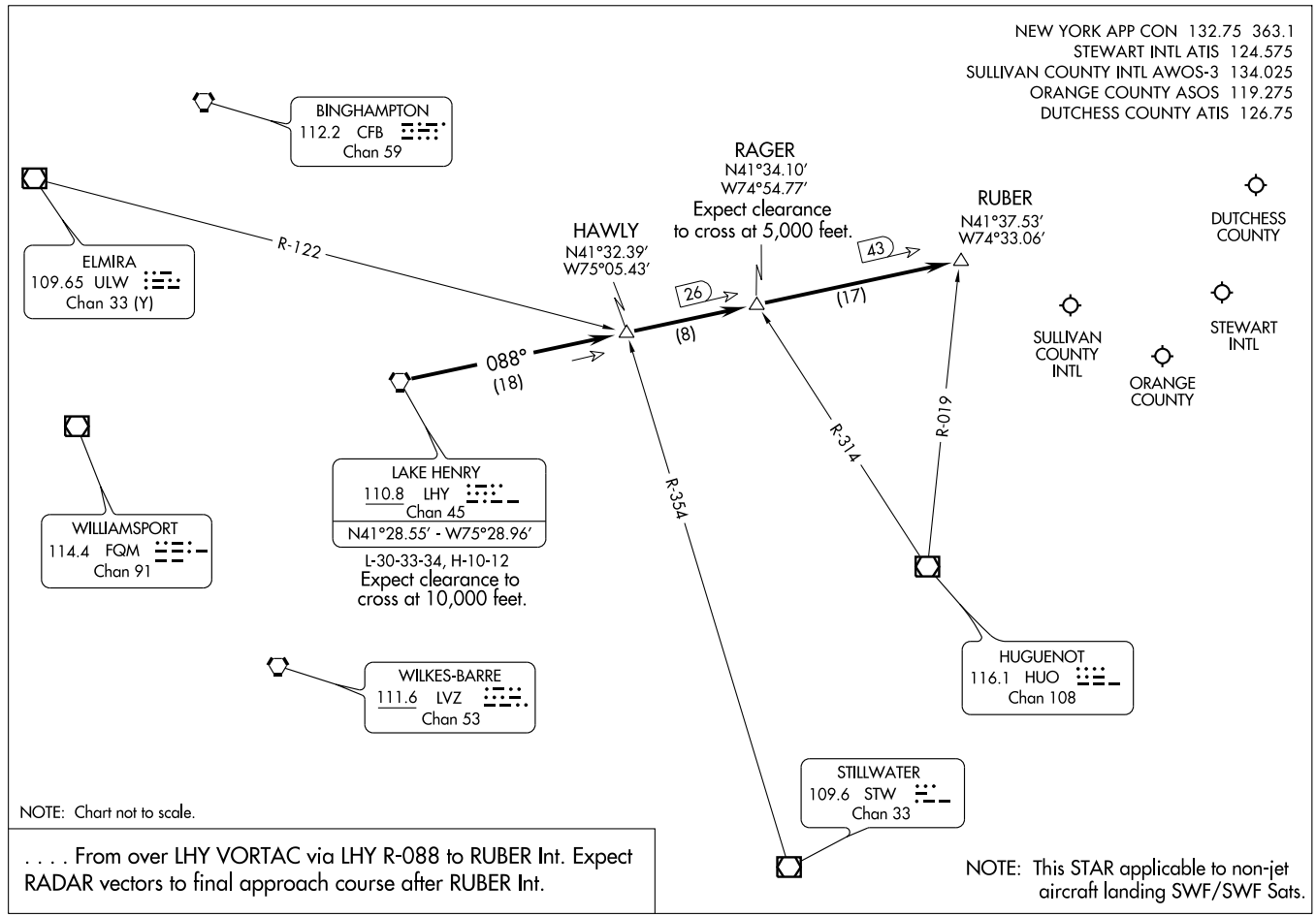




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 556 (600-1) | | 920-1½ 556 (600-1½) | 920-1¾ 556 (600-1¾) |
| CIRCLING | 1200-1 836 (900-1) | 1200-1¼ 836 (900-1¼) | 1200-2½ 836 (900-2½) | 1200-2¾ 836 (900-2¾) |

MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

NE-2. 08 APR 2010 to 06 MAY 2010




# RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

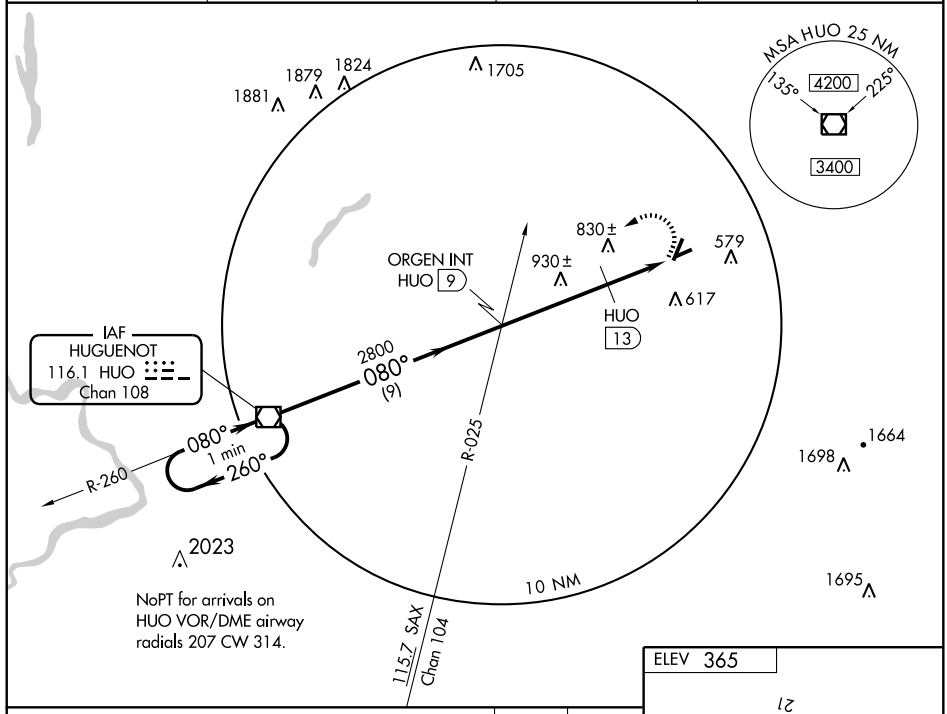
| VOR/DME HUO | APP CRS | Rwy Idg | 3664 |
|---|---|---|---|
| 116.1 | 080° | TDZE | 360 |
| Chan 108 | | Apt Elev | 365 |

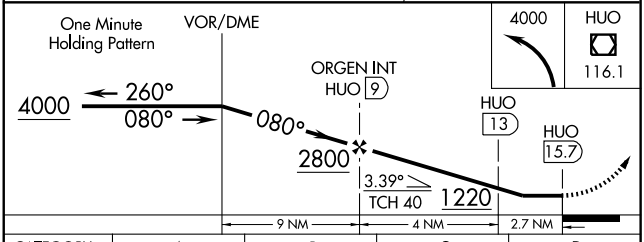
# VOR RWY 8

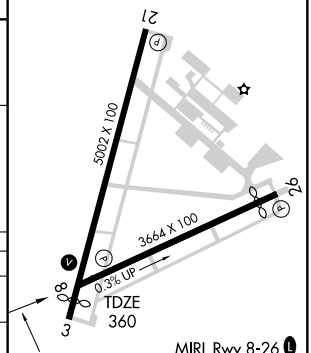
MONTGOMERY/ORANGE COUNTY (MGJ)

MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1220-1<br>860 (900-1) | 1220-1¼<br>860 (900-1¼) | 1220-2½<br>860 (900-2½) | 1220-2¾<br>860 (900-2¾) |
| CIRCLING | 1220-1<br>855 (900-1) | 1220-1¼<br>855 (900-1¼) | 1220-2½<br>855 (900-2½) | 1220-2¾<br>855 (900-2¾) |
| DME MINIMUMS | | | | |
| S-8 | 1160-1<br>800 (800-1) | 1160-1¼<br>800 (800-1¼) | 1160-2¼<br>800 (800-2¼) | 1160-2½<br>800 (800-2½) |
| CIRCLING | 1200-1<br>835 (900-1) | 1200-1¼<br>835 (900-1¼) | 1200-2½<br>835 900-2½) | 1200-2¾<br>835 900-2¾) |

FAF to MAP 6.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

NE-2. 08 APR 2010 to 06 MAY 2010

MONTICELLO, NEW YORK

AL-5675 (FAA)

| LOC I-MSV | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| 109.1 | 155° | TDZE | 1403 |
| | | Apt Elev | 1403 |

# ILS RWY 15

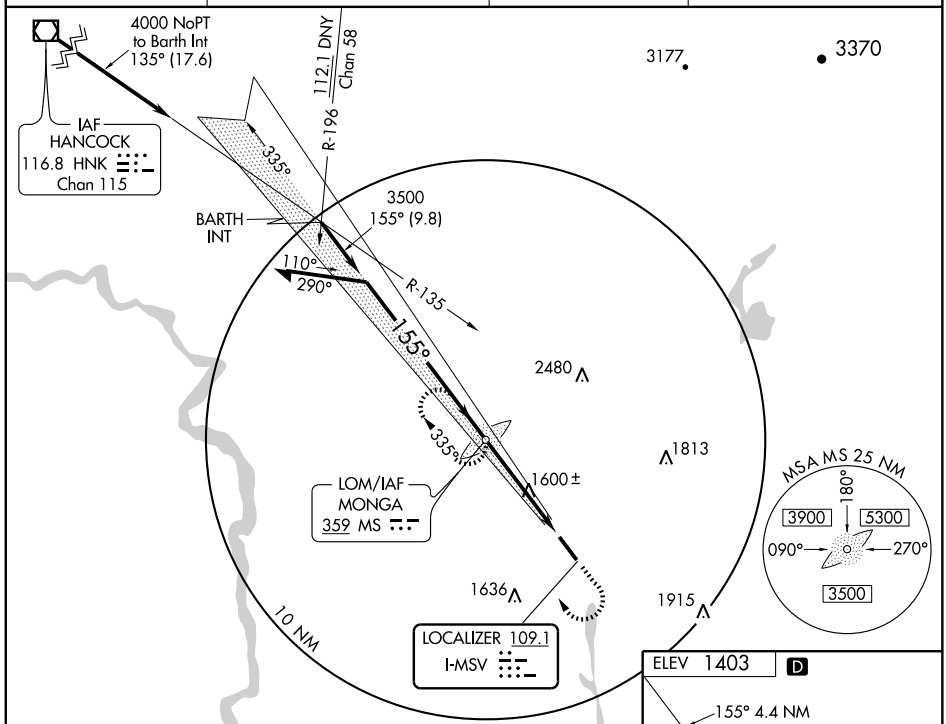
## MONTICELLO / SULLIVAN COUNTY INTL (MSV)

▼ NA

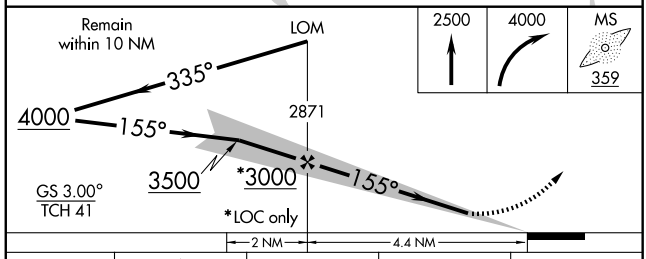
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

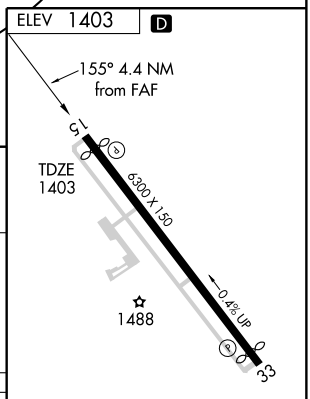
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 1653-¾ 250 (300-¾) | | | |
| S-LOC 15 | 1860-1 457 (500-1) | | 1860-1¼ 457 (500-1¼) | 1860-1½ 457 (500-1½) |
| CIRCLING | 1900-1 497 (500-1) | | 1900-1½ 497 (500-1½) | 1960-2 557 (600-2) |

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOM MS | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| 359 | 155° | TDZE | 1403 |
| | | Apt Elev | 1403 |

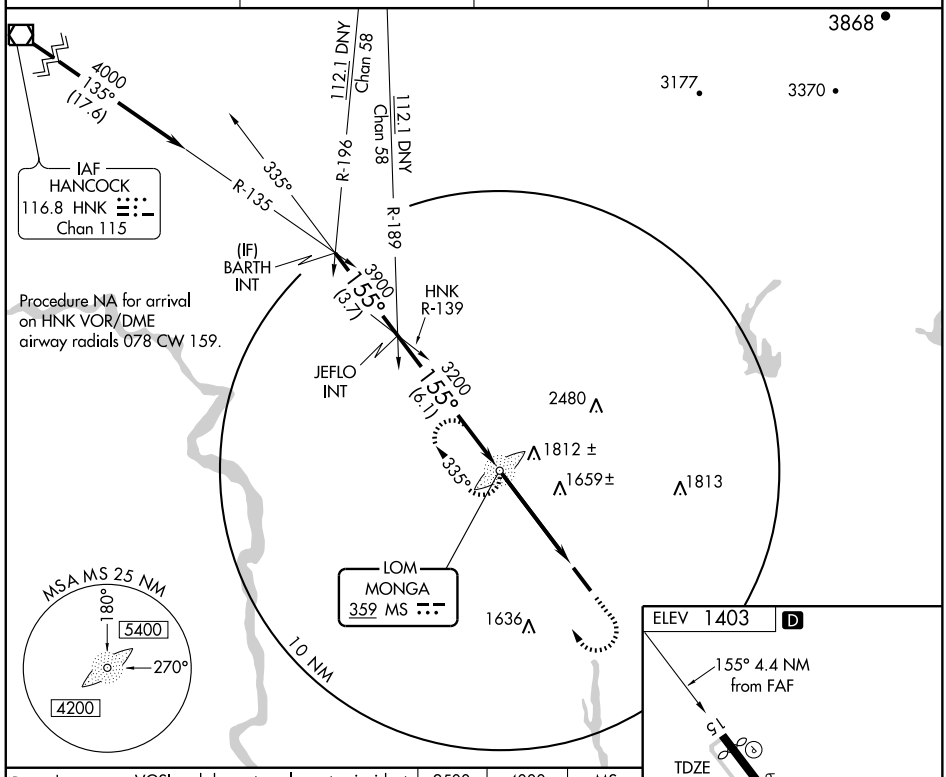
# NDB RWY 15

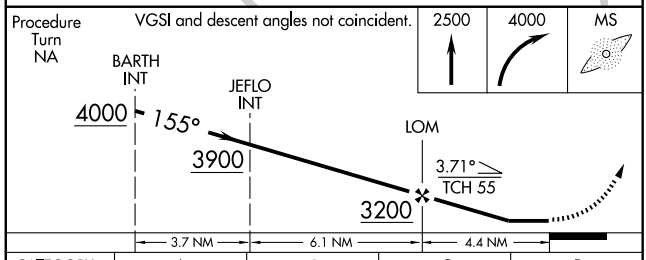
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

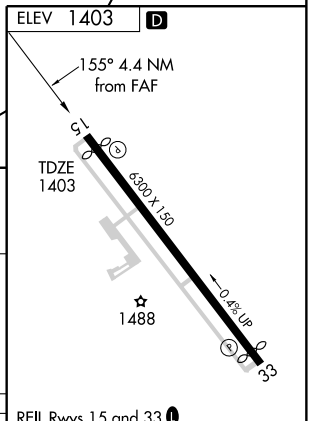
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; increase all Cat B visibility ¼ mile, all Cat C visibility ¾ mile, S-15 Cat D visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MONGA LOM and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1960-1 557 (600-1) | | 1960-1½ 557 (600-1½) | 1960-1¾ 557 (600-1¾) |
| CIRCLING | 1960-1 557 (600-1) | | 1960-1½ 557 (600-1½) | 1960-2 557 (600-2) |

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **56615** | **155°** | Rwy Ldg | **5700** |
| **W15A** | | TDZE | **1403** |
| | | Apt Elev | **1403** |

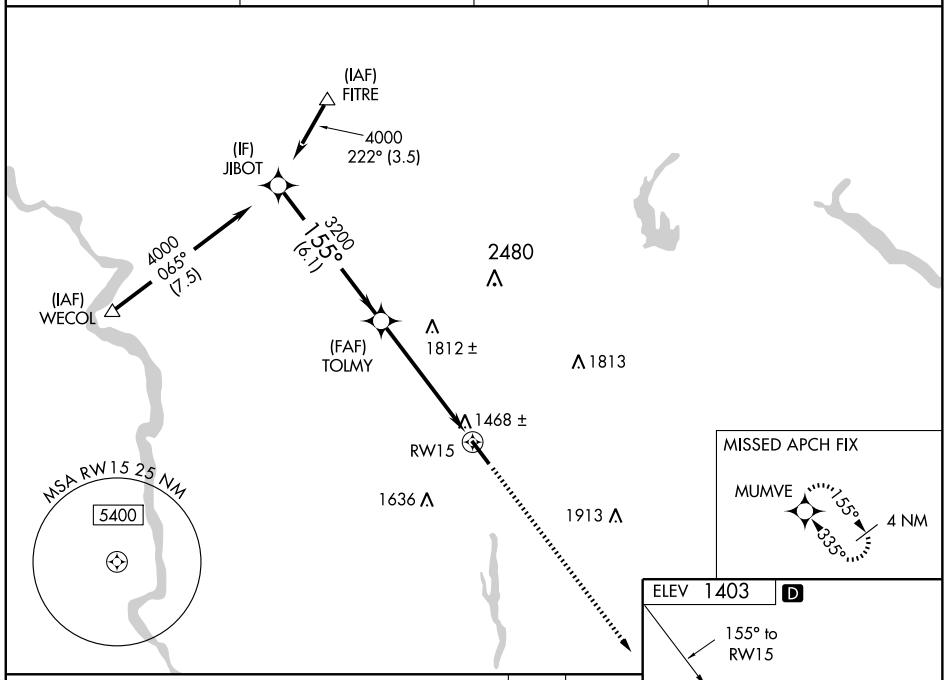
# RNAV (GPS) RWY 15

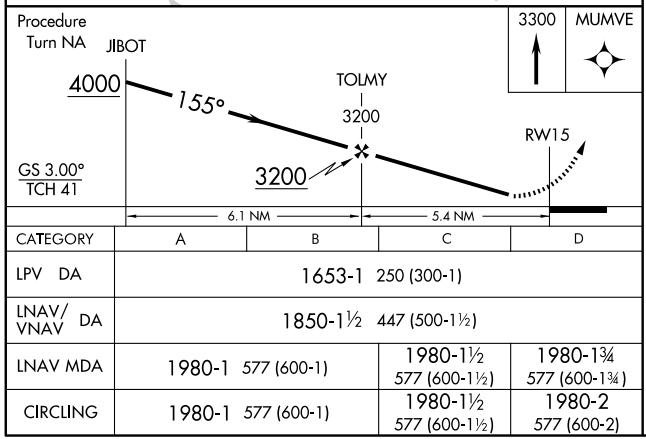
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

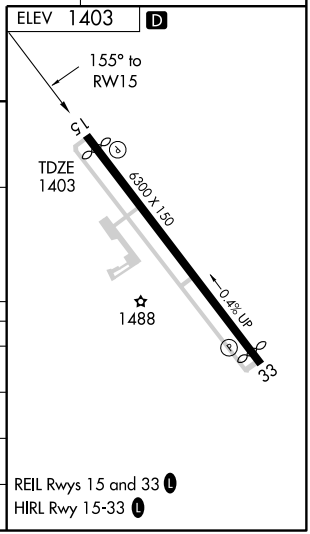
Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858, LNAV/VNAV DA to 2055, and all MDA 220 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile; increase LPV Cats and Circling Cat D visibility ½ mile; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| **124.725** | **132.75 363.1** | **121.6** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1653-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1850-1½ 447 (500-1½) | | | |
| LNAV MDA | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-1¾ 577 (600-1¾) |
| CIRCLING | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) |

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | | |
|---|---|---|
| 335° | Rwy Ldg | 5700 |
| | TDZE | 1390 |
| | Apt Elev | 1403 |

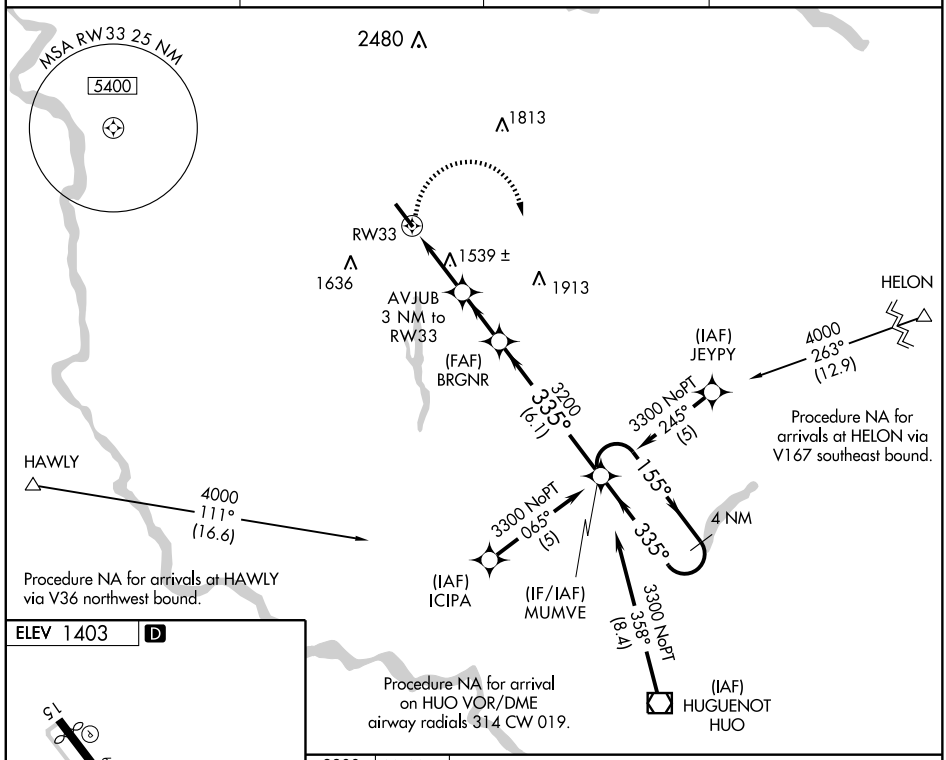
# RNAV (GPS) RWY 33

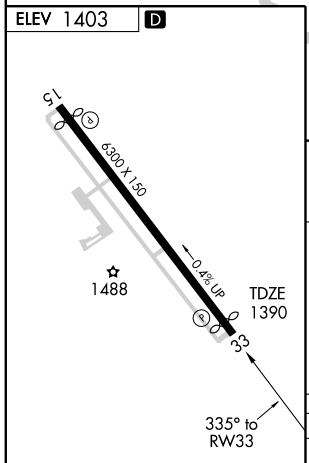
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

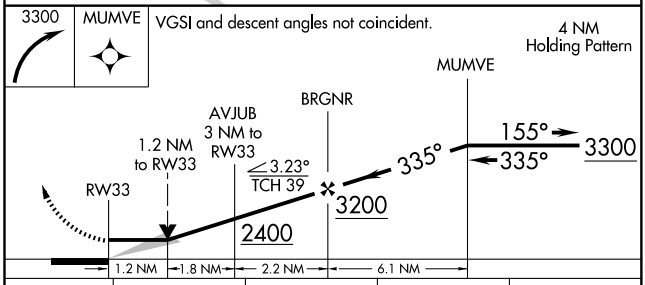
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¾ mile, Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile. VDP NA when using Newburgh altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |



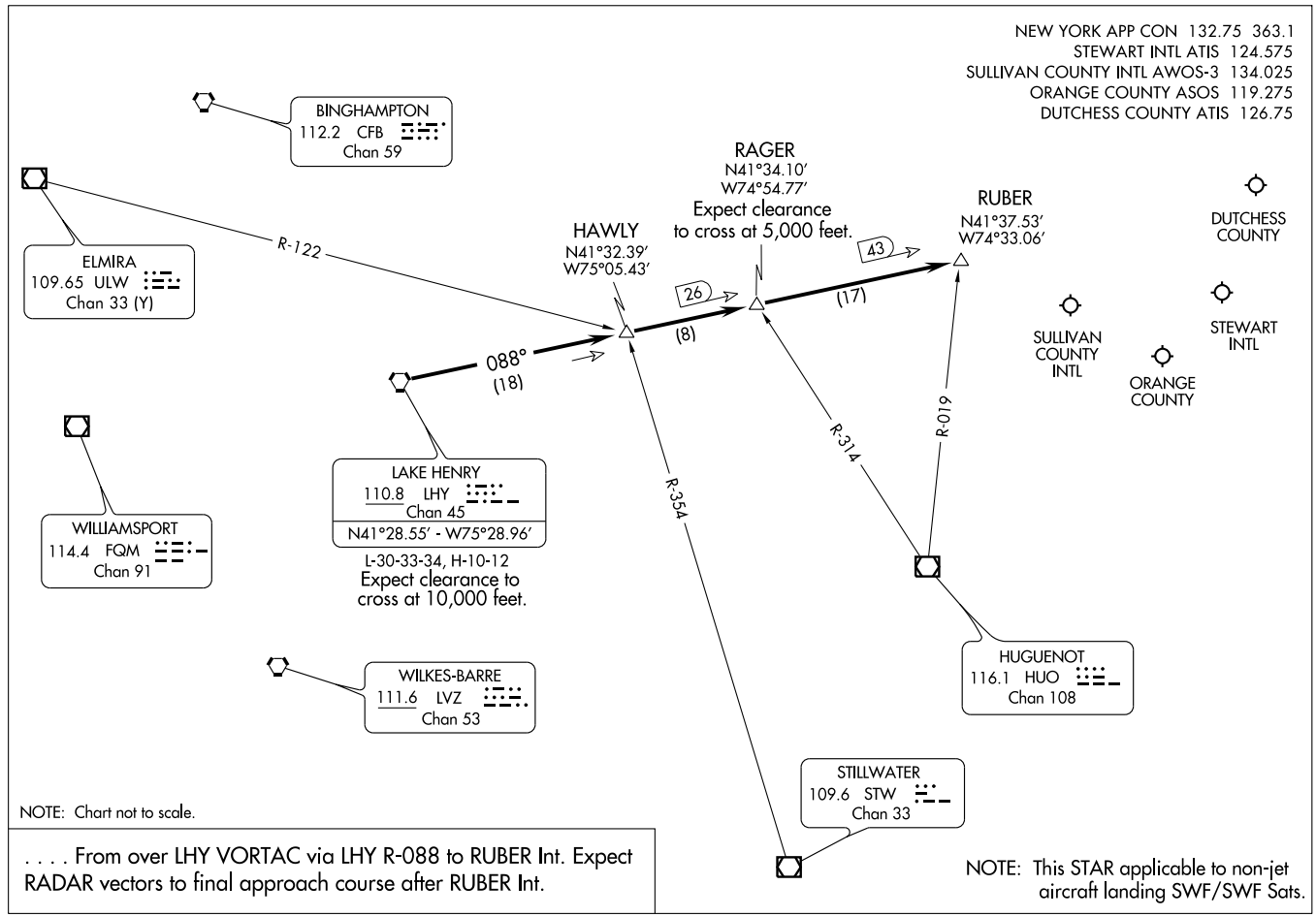




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 410 (400-1) | | 1800-1¼ 410 (400-1¼) | |
| CIRCLING | 1900-1 497 (500-1) | | 1900-1½ 497 (500-1½) | 1960-2 557 (600-2) |

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2. 08 APR 2010 to 06 MAY 2010




# RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

| VOR/DME HUO | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| 116.1 | 344° | TDZE | 1390 |
| Chan 108 | | Apt Elev | 1403 |

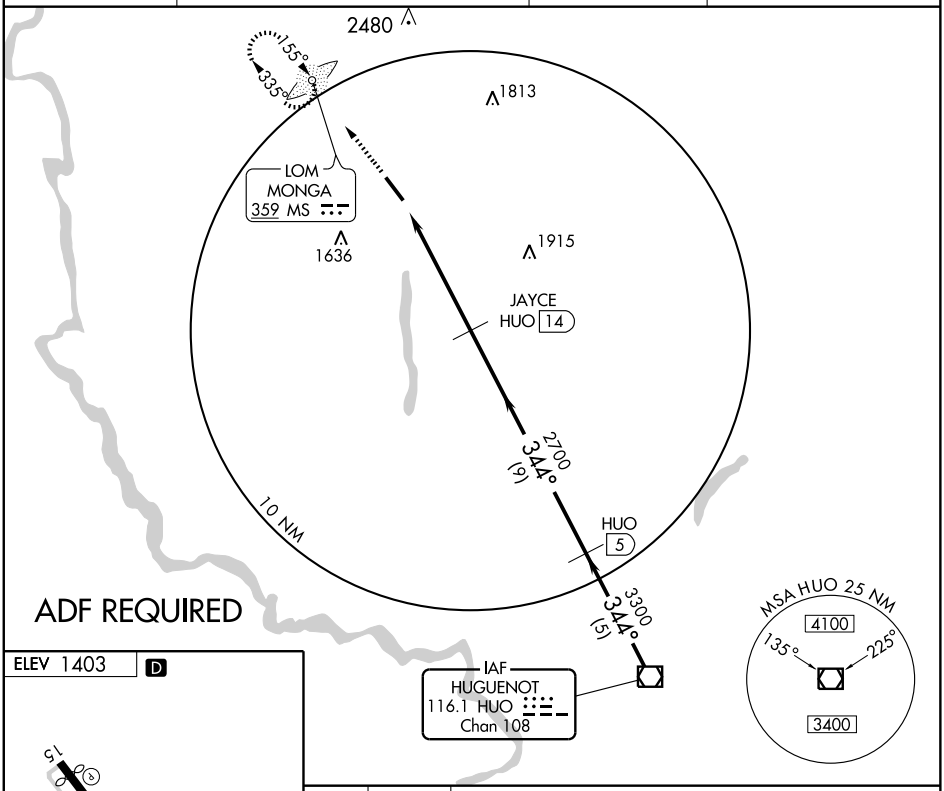
# VOR/DME RWY 33

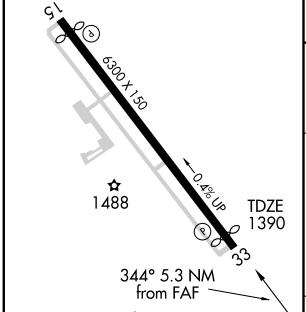
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

T NA If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

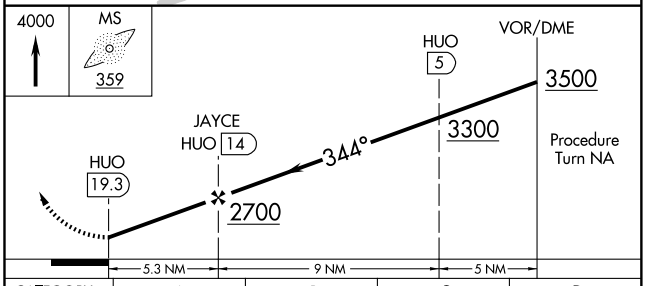
| AWOS-3 | NEW YORK APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 124.725 | 132.75 | 363.1 | 121.6 | 122.8 (CTAF) L |




HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



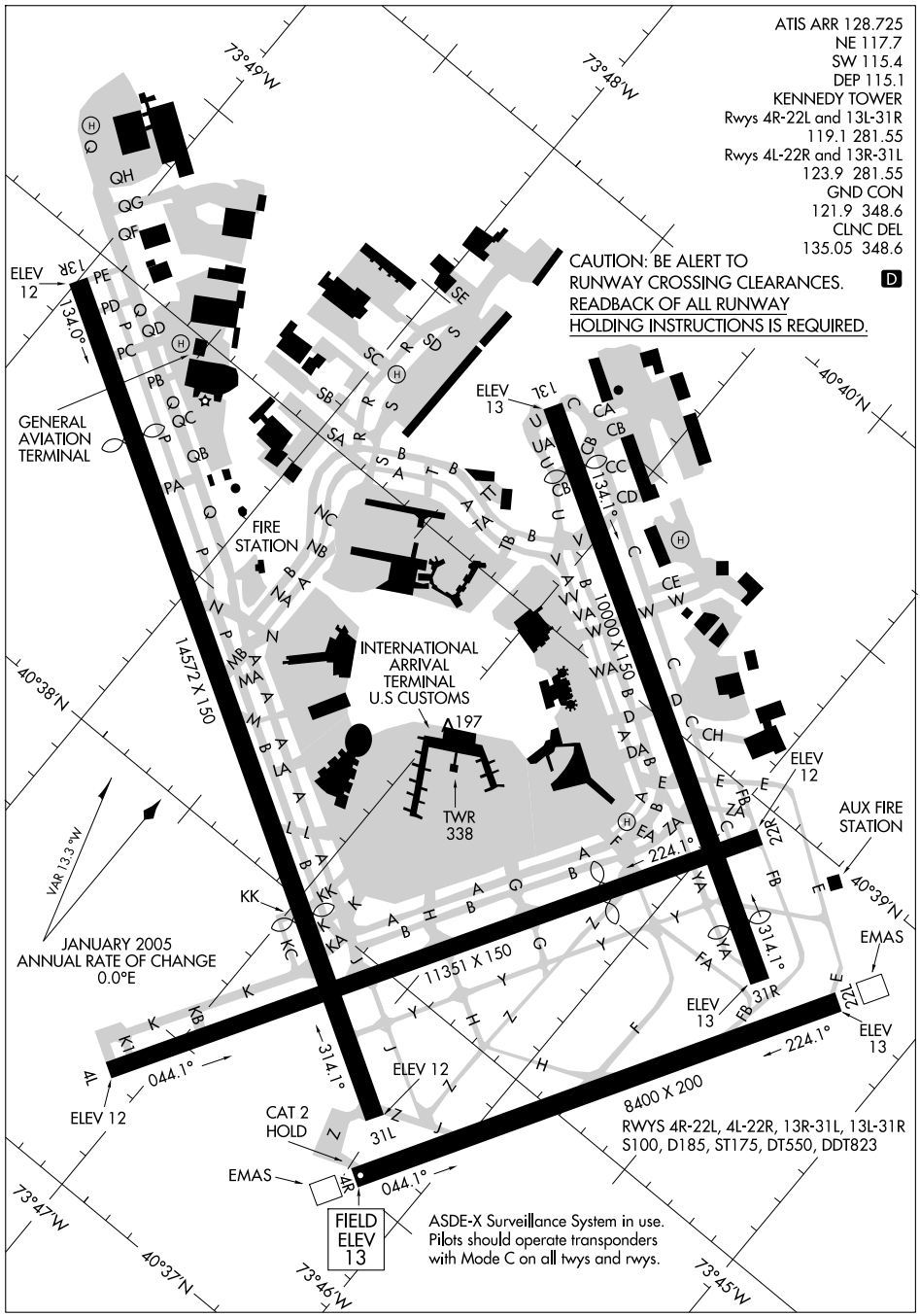

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1980-1 590 (600-1) | | 1980-1½ 590 (600-1½) | 1980-1¾ 590 (600-1¾) |
| CIRCLING | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

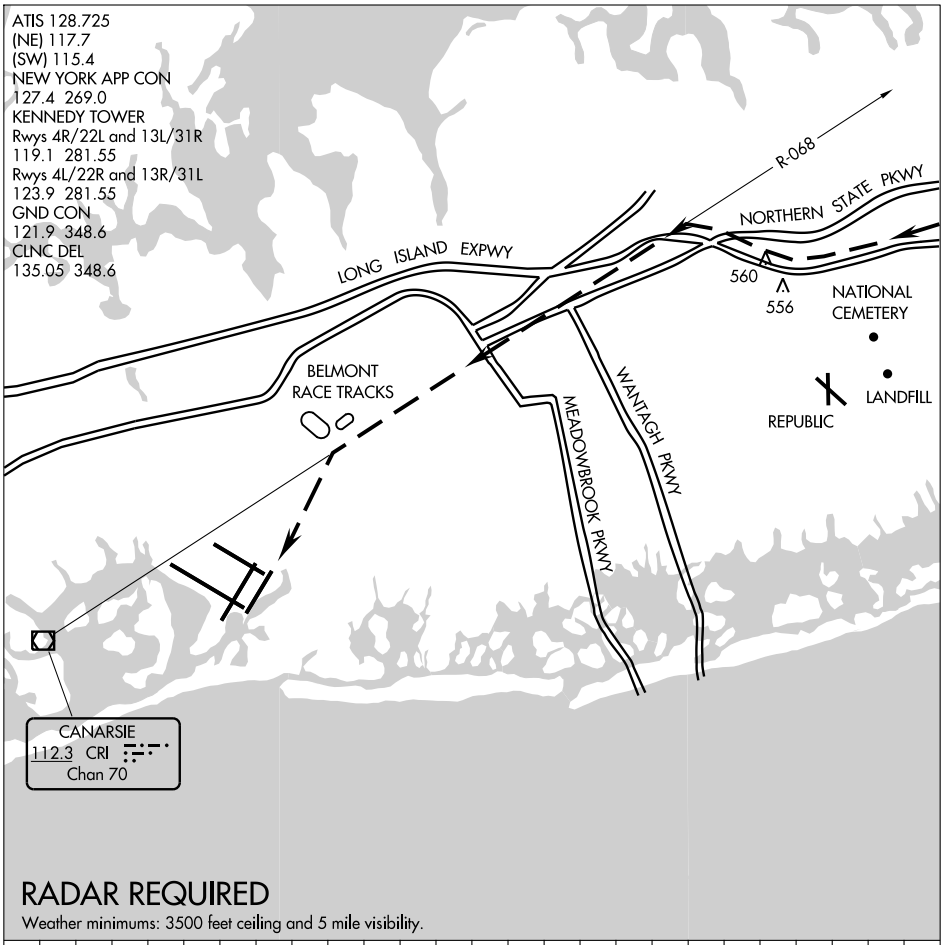



NE-2, 08 APR 2010 to 06 MAY 2010

# BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK




## RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD wth minimum climb 220' per mile to 300'
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'

*NOTE: To be assigned during the period 2200-0700 local.

N

QUBIS
N47°32.00'
W 67°46.00'

TAFFY
N47°22.40'
W67°18.23'
H-11

EBONY
N44°54.14'
W67°09.39'
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

TOPPS
N45°20.41'
W67°44.32'
H-11

ALLEX
N44°25.00'
W67°00.00'
H-11

TUSKY
N43°33.90'
W67°00.00'
H-11

MARTN
N42°34.86'
W73°16.23'
H-10-11-12

WITCH
N42°41.00'
W70°52.77'

BRADD
N43°09.00'
W67°00.00'
H-11

KANNI
N42°38.00'
W67°00.00'
H-11

HARTFORD
114.9 HFD
Chan 96
N41°38.46'-W72°32.86'
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12

JUDDS
N41°38.08'
W73°06.34'
L-33-34

WHALE
N42°11.87'
W67°00.00'
H-11

GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12

VITOL
N41°47.00'
W67°00.00'
H-11

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

Cross JFK R-253
at or above 2500'
maintain 5000'

MERIT
N41°22.92'
W73°08.25'
L-33-34

YAHOO
N41°04.16'
W69°44.77'
H-10

JFK
4.5 DME

R-039

100°

FL 180
083°
(143)

CRI 2 DME

R-253

BETTE
N40°33.55'
W73°00.70'
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12

DOVEY
N41°07.00'
W67°00.00'
H-10-11

CRI 3 DME

R-223

R-232

HAPIE
N40°23.19'
W72°58.96'
L-34

*GATEWAY
CLIMB

JOBOC
N40°07.00'
W67°00.00'
H-10

220°

220°

BREEZY POINT
CLIMB

JFK
5

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

BRIDGE
CLIMB

CANARSIE
CLIMB

R-176

CRI

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

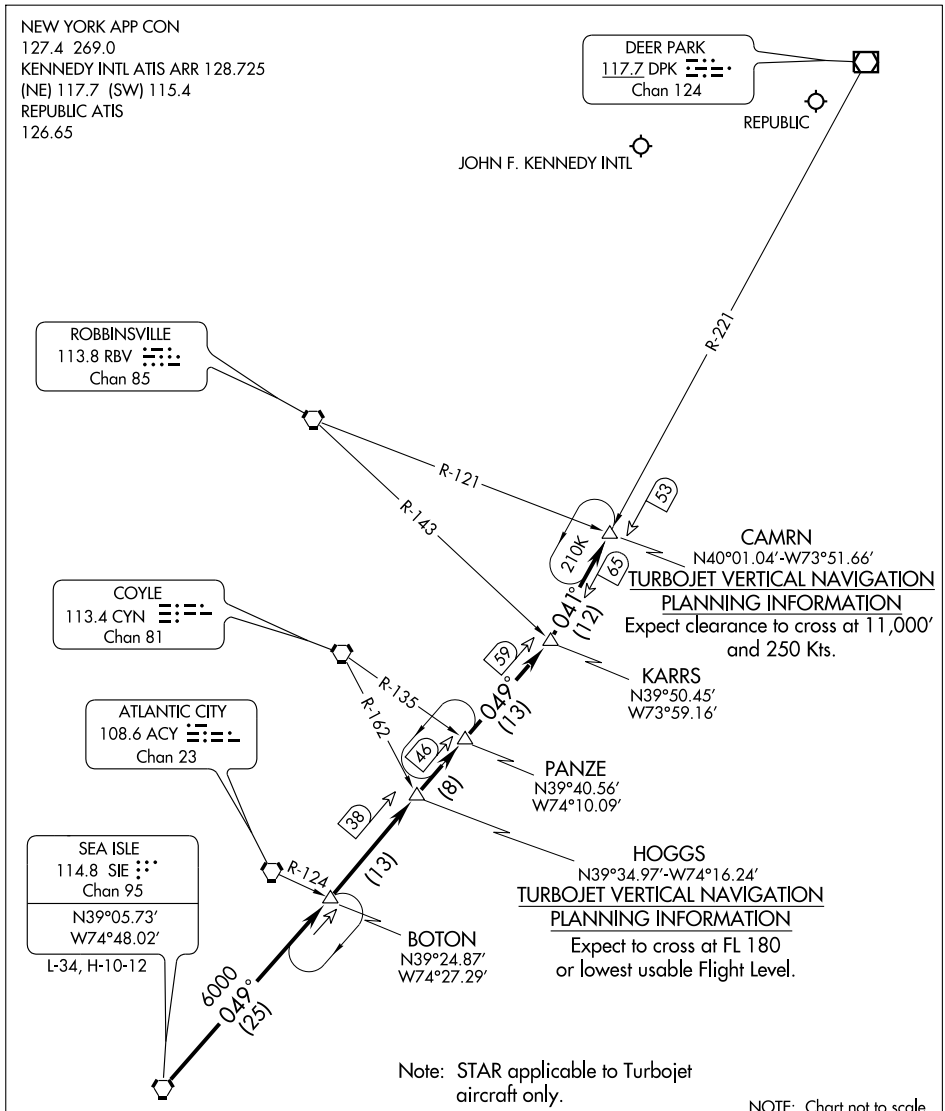
* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 08 APR 2010 to 06 MAY 2010

# CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK




From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

NEW YORK, NEW YORK

AL-610 (FAA)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 028° | TDZE | N/A |
| | Apt Elev | N/A |

# COPTER RNAV (GPS) 028°

NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR WP and hold.

| ATIS | | | | NEW YORK APP CON | |
|---|---|---|---|---|---|
| ARR | ARR-NE | ARR-SW | DEP | 127.4 | 269.0 |
| 128.725 | 117.7 | 115.4 | 115.1 | | |

West 30th Street ELEV 7

East 34th Street ELEV 10

Port Authority-Downtown-Manhattan/Wall Street ELEV 7

1128± 1505 605 441 ± 390 182 171 159 277 306 211

011° (12.5) 1806±

010° (9.3)

019° (11.8)

(MAP) HELOG

210±

(FAF) WERIN

1800 028° (3.2)

COVIR

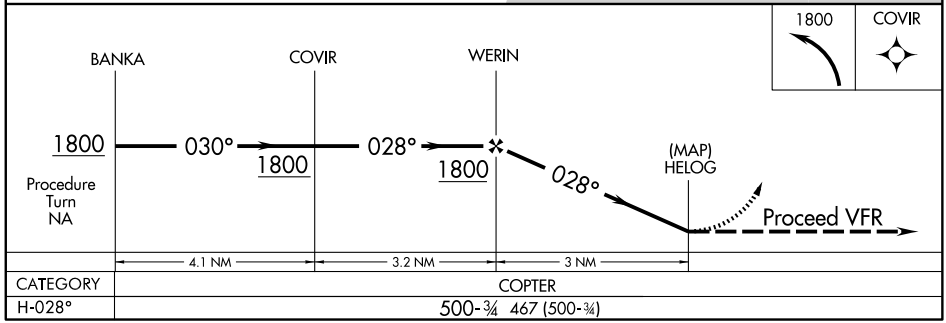
210° 1800 030° (4.1)

(IAF) BANKA

1800 064° (6.5)

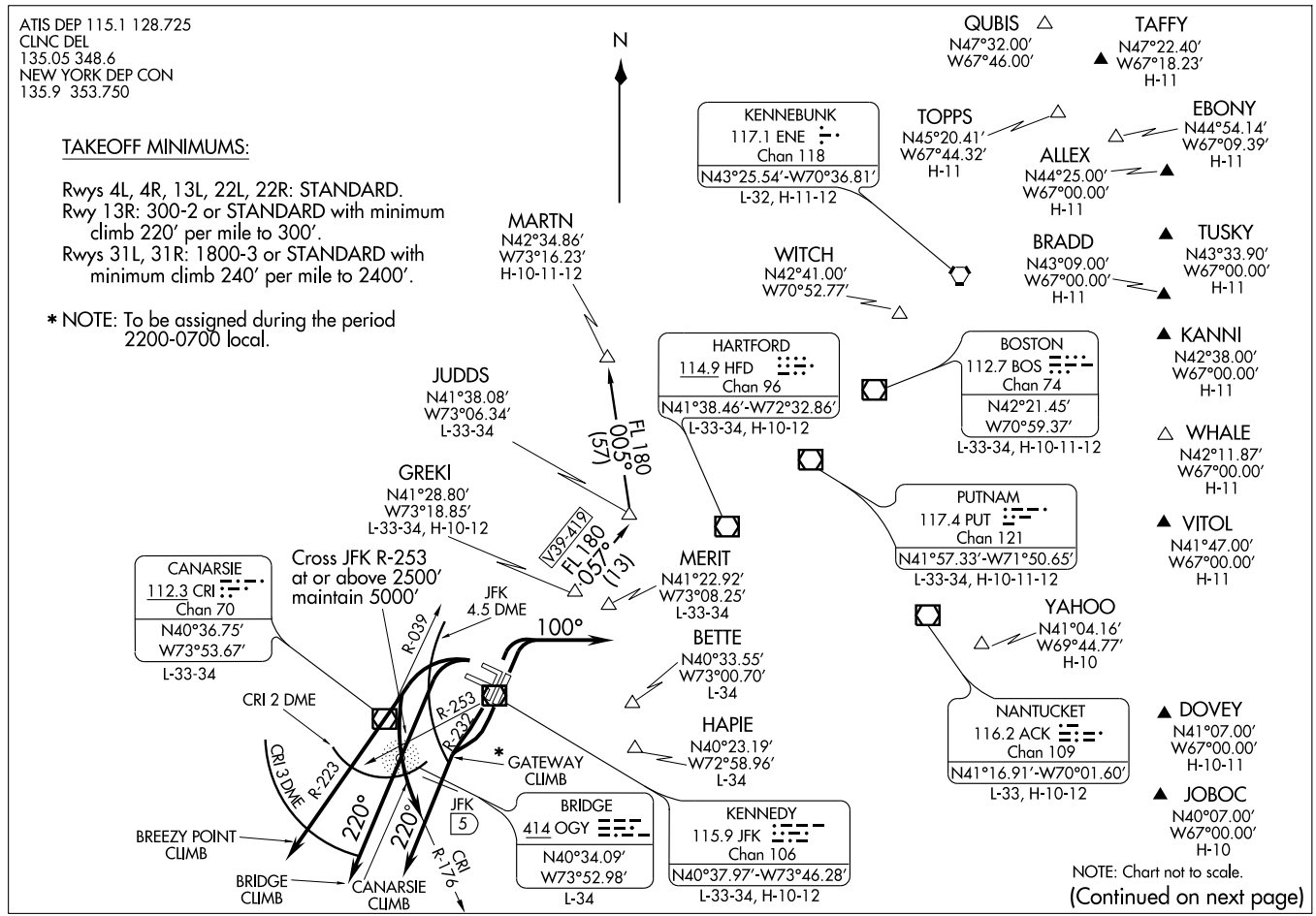
COLTS NECK COL

MSA HELOG 25 NM 2600




| CATEGORY | COPTER |
|---|---|
| H-028° | 500-¾ 467 (500-¾) |

NE-2. 08 APR 2010 to 06 MAY 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.
* NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00′
W67°46.00′
TAFFY
N47°22.40′
W67°18.23′
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12
TOPPS
N45°20.41′
W67°44.32′
H-11
EBONY
N44°54.14′
W67°09.39′
H-11
ALLEX
N44°25.00′
W67°00.00′
H-11
MARTN
N42°34.86′
W73°16.23′
H-10-11-12
WITCH
N42°41.00′
W70°52.77′
BRADD
N43°09.00′
W67°00.00′
H-11
TUSKY
N43°33.90′
W67°00.00′
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46′-W72°32.86′
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12
KANNI
N42°38.00′
W67°00.00′
H-11
JUDDS
N41°38.08′
W73°06.34′
L-33-34
FL180
005°
(57)
WHALE
N42°11.87′
W67°00.00′
H-11
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
V39-419
FL180
057°
(113)
PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12
VITOL
N41°47.00′
W67°00.00′
H-11
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
Cross JFK R-253
at or above 2500′
maintain 5000′
MERIT
N41°22.92′
W73°08.25′
L-33-34
JFK
4.5 DME
R-039
100°
BETTE
N40°33.55′
W73°00.70′
L-34
YAHOO
N41°04.16′
W69°44.77′
H-10
CRI 2 DME
R-253
R-239
HAPIE
N40°23.19′
W72°58.96′
L-34
NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12
DOVEY
N41°07.00′
W67°00.00′
H-10-11
CRI 3DME
R-223
*
GATEWAY
CLIMB
JOBOC
N40°07.00′
W67°00.00′
H-10
220°
220°
JFK
5
BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12
BREEZY POINT
CLIMB
BRIDGE
CLIMB
CANARSIE
CLIMB
R-176
CRI
NOTE: Chart not to scale.
(Continued on next page)

# GREKI THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

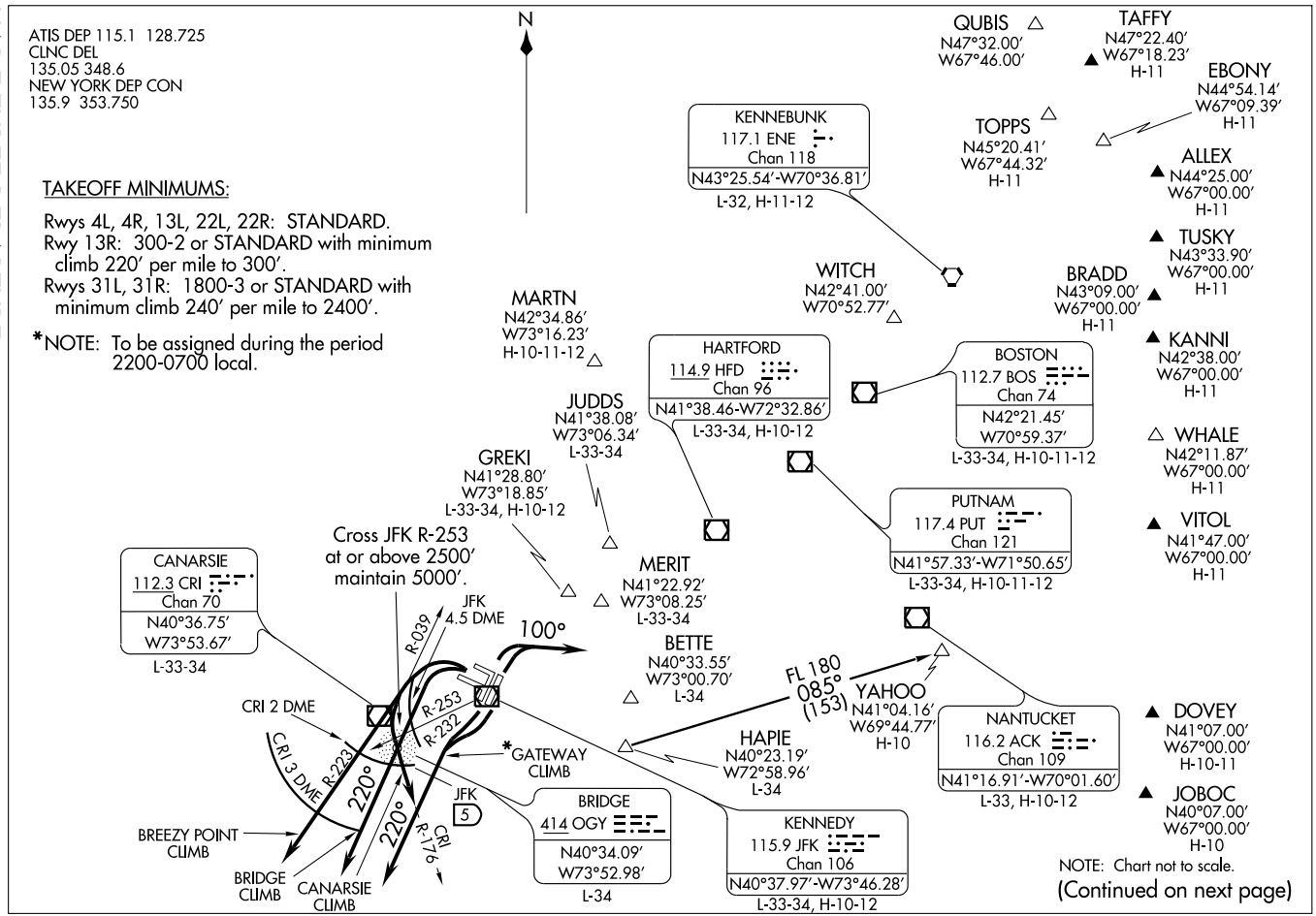
TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 08 APR 2010 to 06 MAY 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'.
*NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00'
W67°46.00'
TAFFY
N47°22.40'
W67°18.23'
H-11
EBONY
N44°54.14'
W67°09.39'
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12
TOPPS
N45°20.41'
W67°44.32'
H-11
ALLEX
N44°25.00'
W67°00.00'
H-11
TUSKY
N43°33.90'
W67°00.00'
H-11
WITCH
N42°41.00'
W70°52.77'
BRADD
N43°09.00'
W67°00.00'
H-11
MARTN
N42°34.86'
W73°16.23'
H-10-11-12
KANNI
N42°38.00'
W67°00.00'
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86'
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12
JUDDS
N41°38.08'
W73°06.34'
L-33-34
WHALE
N42°11.87'
W67°00.00'
H-11
GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12
PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12
VITOL
N41°47.00'
W67°00.00'
H-11
Cross JFK R-253
at or above 2500'
maintain 5000'.
CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34
MERIT
N41°22.92'
W73°08.25'
L-33-34
JFK
4.5 DME
R-039
100°
BETTE
N40°33.55'
W73°00.70'
L-34
FL 180
085°
(153)
YAHOO
N41°04.16'
W69°44.77'
H-10
NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12
DOVEY
N41°07.00'
W67°00.00'
H-10-11
CRI 2 DME
R-253
R-232
CRI 3 DME
R-223
220°
*GATEWAY
CLIMB
HAPIE
N40°23.19'
W72°58.96'
L-34
JOBOC
N40°07.00'
W67°00.00'
H-10
JFK
5
BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12
CRI
R-179
220°
BREEZY POINT
CLIMB
BRIDGE
CLIMB
CANARSIE
CLIMB
NOTE: Chart not to scale.
(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-TLK | APP CRS | Rwy Idg | 9095 |
|---|---|---|---|
| 111.5 | 135° | TDZE | 13 |
| Chan 52 | | Apt Elev | 13 |

# ILS or LOC RWY 13L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 117.7 115.4 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |
| DEP 115.1 | | | | |

MISSED APCH FIX
DEER PARK
DPK 117.7 Chan 124
R-078
258°
078°

LA GUARDIA
113.1 LGA
Chan 78

LOCALIZER 111.5
I-TLK
Chan 52

315°
1128±
1505
605
R-209
R-193
1500
441±
1806±
135°
390
(1.5)
TELEX INT
I-TLK 7.7
182
171
CAXUN INT
I-TLK 6.1
10 NM
277
159
211
306
KENNEDY
115.9 JFK
Chan 106

RADAR REQUIRED

MSA JFK 25 NM
180°
2800
090°
2000

ELEV 13 D

135° 4.4 NM from FAF

172
108
TDZE 13
80
66
197
338
158
4L
4R
13L
31R
22L
31L
14572 X 150
10000 X 150
8400 X 200
11351

REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

TELEX INT
I-TLK 7.7
CAXUN INT
I-TLK 6.1
1800
135°
1500
GS 3.00°
TCH 58
VGSI and ILS glidepath not coincident.
I-TLK 3.6
I-TLK 1.7
1500
1.5 NM
2.5 NM
1.9 NM

| 600 | 4000 | DPK |
|---|---|---|
| | | 117.7 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | 218/18 205 (300-½) | | | |
| S-LOC 13L | 680/24 667 (700-½) | | 680/60 667 (700-1¼) | 680-1½ 667 (700-1½) |
| CIRCLING | 680-1 667 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-IWY | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 110.9 | 225° | TDZE | 13 |
| Chan 46 | | Apt Elev | 13 |

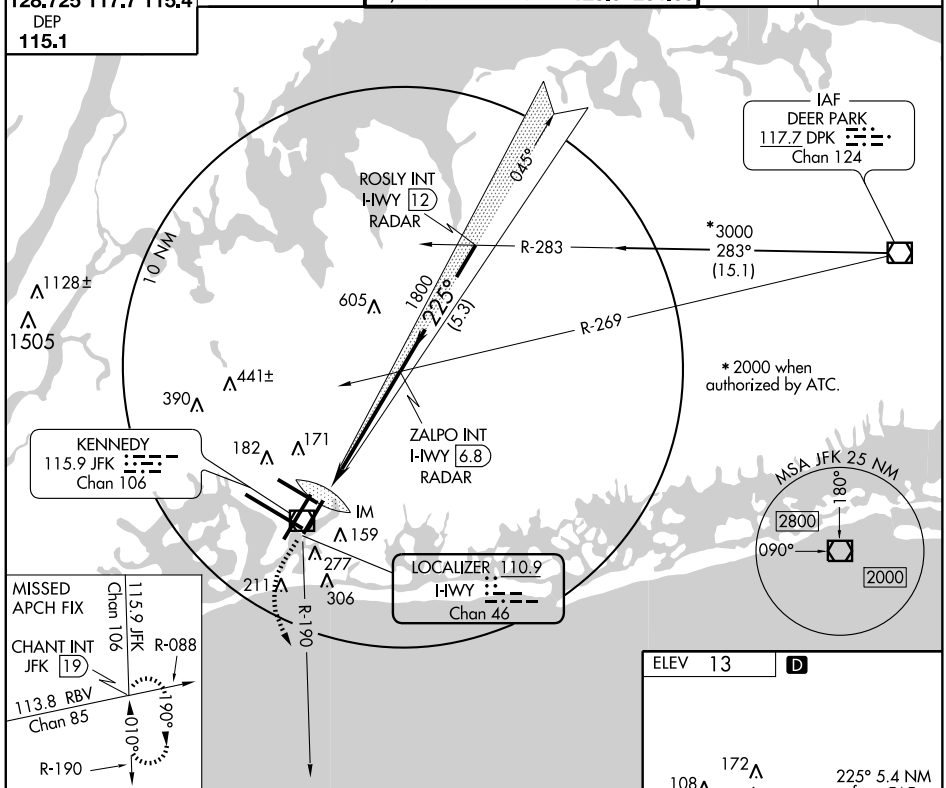
# ILS or LOC RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

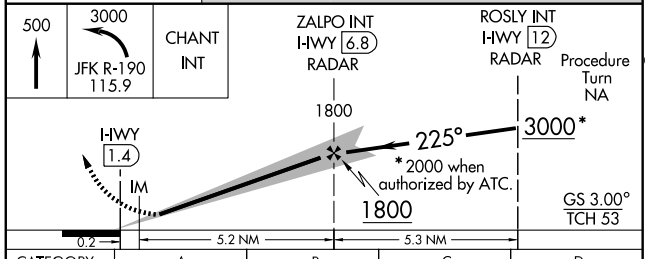
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

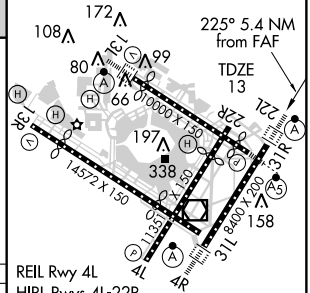
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | |










REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 213/18 | 200 (200-½) | | |
| S-LOC 22L | 460/24 | 447 (500-½) | 460/40 447 (500-¾) | 460/50 447 (500-1) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-MOH | APP CRS | Rwy Idg | 11248 |
|---|---|---|---|
| 111.35 | 315° | TDZE | 13 |
| | | Apt Elev | 13 |

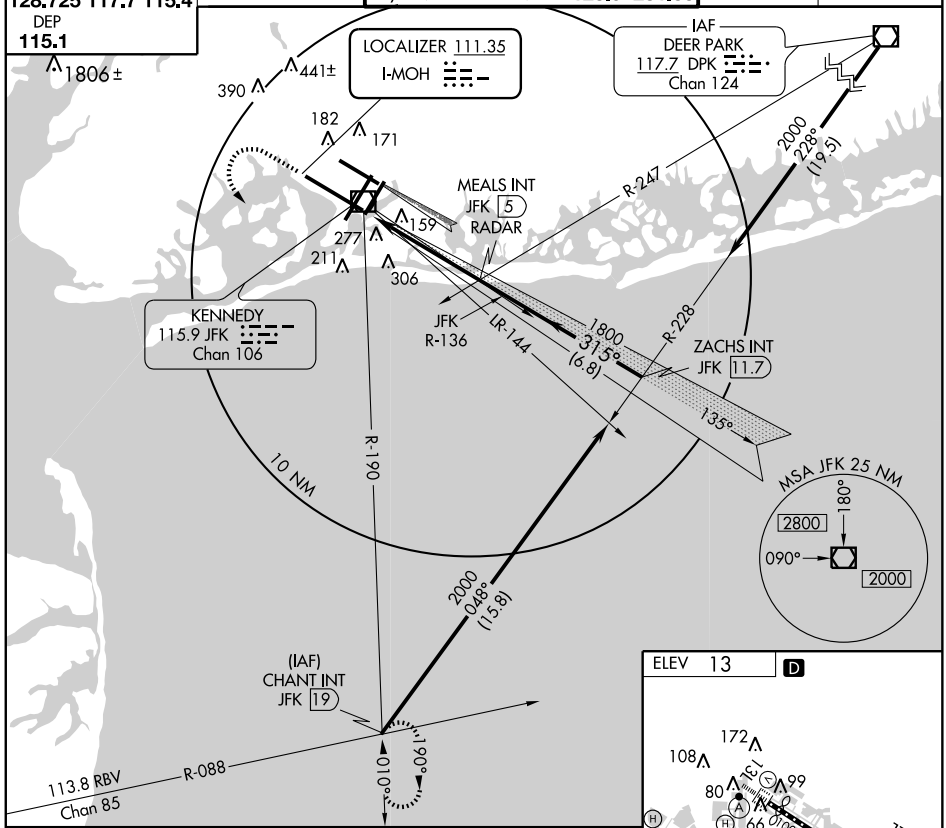
# ILS or LOC RWY 31L

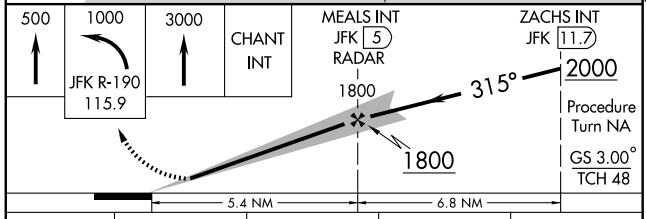
NEW YORK / JOHN F. KENNEDY INTL (JFK)

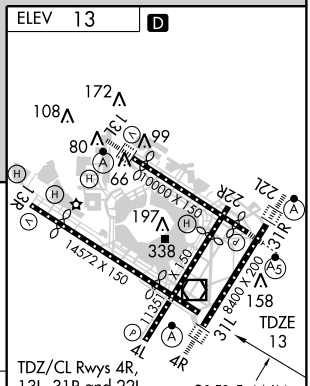
Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31L | | 213/40 | 200 (200-¾) | |
| S-LOC 31L | 440/50 | 427 (500-1) | 440/60<br>427 (500-1¼) | 440-1½<br>427 (500-1½) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾<br>627 (700-1¾) | 640-2<br>627 (700-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-RTH | APP CRS | Rwy Idg 8970 |
|---|---|---|
| 111.5 Chan 52 | 315° | TDZE 13 |
| | | Apt Elev 13 |

# ILS or LOC RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) 128.725 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| DEP 115.1 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |

RADAR REQUIRED

MISSED APCH FIX: COLTS NECK 115.4 COL Chan 101 — R-010 to 190° — 010°

DEER PARK 117.7 DPK Chan 124

LOCALIZER 111.5 I-RTH Chan 52

ZULAB INT I-RTH 5.3 RADAR

KENNEDY 115.9 JFK Chan 106

CANARSIE 112.3 CRI Chan 70

MALDE INT I-RTH 9

CATOD INT I-RTH 11.6 (IF)

R-246, R-236, R-228

315° (3.7) 315° (2.6)

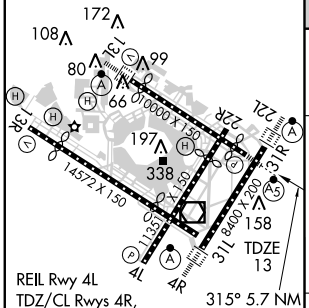
*2000 when authorized by ATC.

605, 441±, 390, 182, 171, 134, 159, 211, 277, 306, 1900, 3000*, 135°, 10 NM

MSA JFK 25 NM: 180° — 2800 — 090° — 2000

ALTERNATE MISSED APCH FIX: 113.8 RBV Chan 85 — R-088 to 190° — 010° — CHANT INT JFK 19 R-190 — 115.9 JFK Chan 52

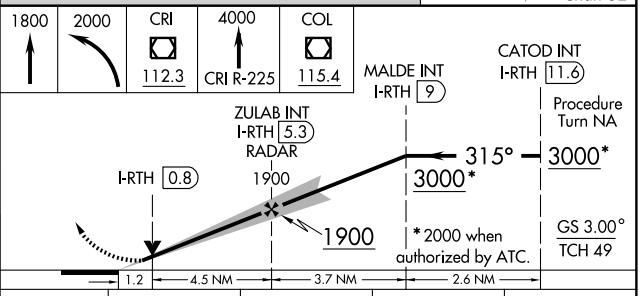
ELEV 13 D




REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L
HIRL Rwys 4L-22R 4R-22L, 13R-31L and 13L-31R

315° 5.7 NM from FAF

| 1800 | 2000 | CRI | 4000 | COL |
|---|---|---|---|---|
| | | 112.3 | CRI R-225 | 115.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | 213/18 200 (200-½) | | | |
| S-LOC 31R | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-HIQ | APP CRS | Rwy Idg 11351 |
|---|---|---|
| 110.9 | 045° | TDZE 12 |
| Chan 46 | | Apt Elev 13 |

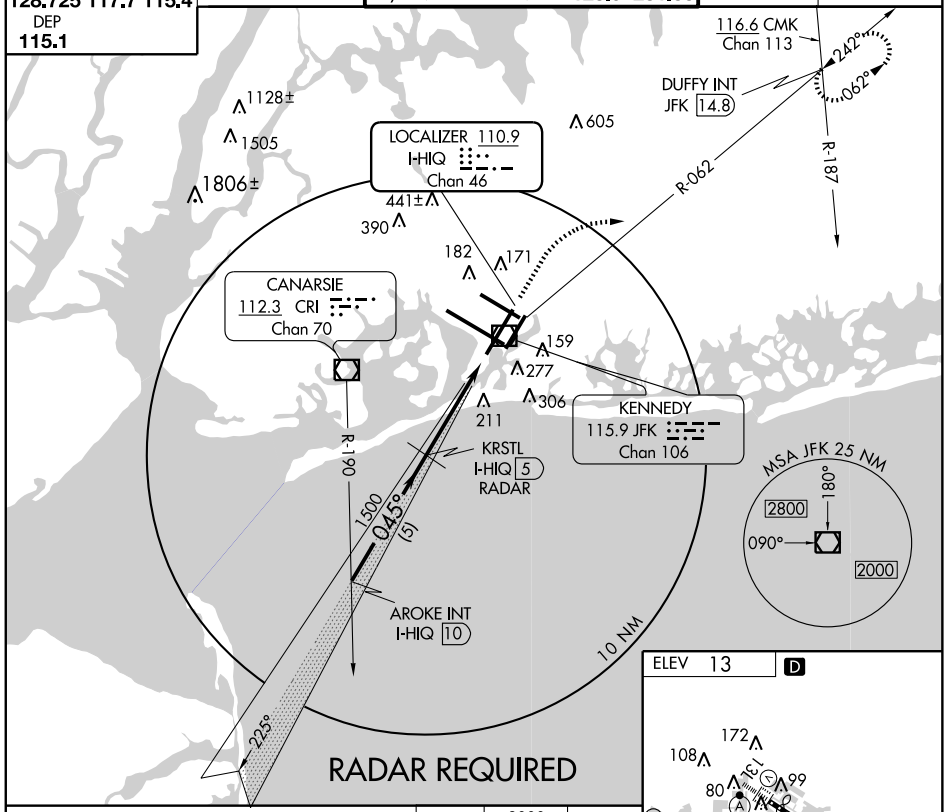
# ILS RWY 4L

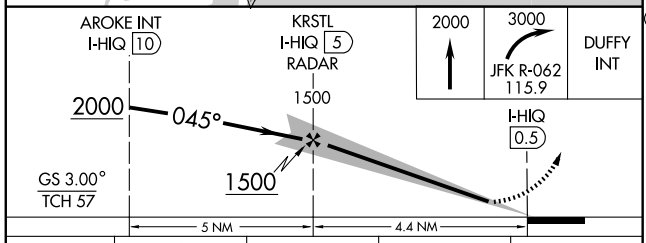
NEW YORK / JOHN F. KENNEDY INTL (JFK)

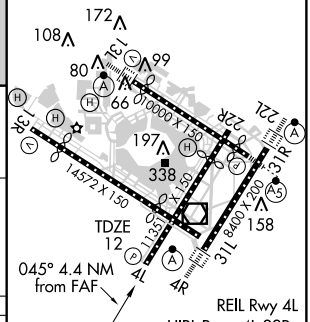
Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 212/40 200 (200-¾) | | | |
| S-LOC 4L | 400/50 388 (400-1) | | | 400/60 388 (400-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JFK | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 109.5 | 045° | TDZE | 13 |
| Chan 32 | | Apt Elev | 13 |

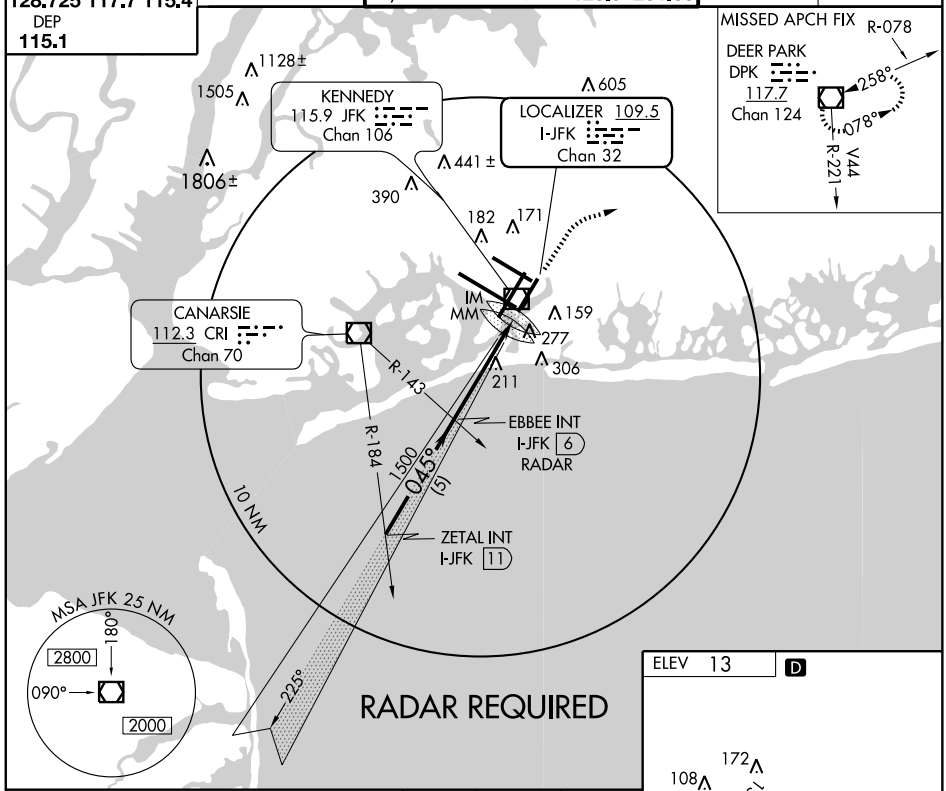
# ILS RWY 4R

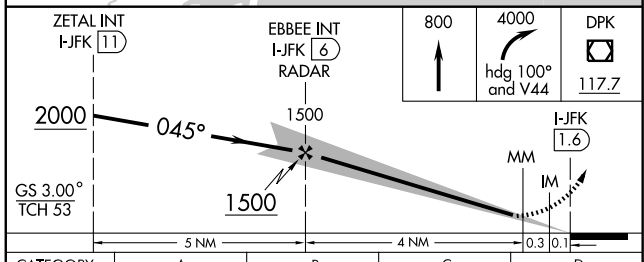
NEW YORK / JOHN F. KENNEDY INTL (JFK)

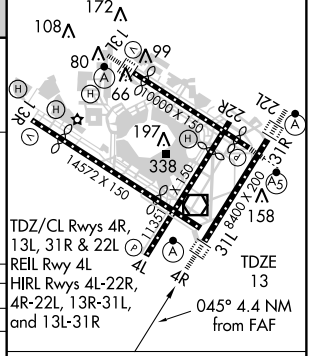
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | KENNEDY TOWER | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 213/18 | | 200 (200-½) | |
| S-LOC 4R | 540/24 | 527 (600-½) | 540/50 527 (600-1) | 540/60 527 (600-1¼) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JFK | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 109.5 | 045° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

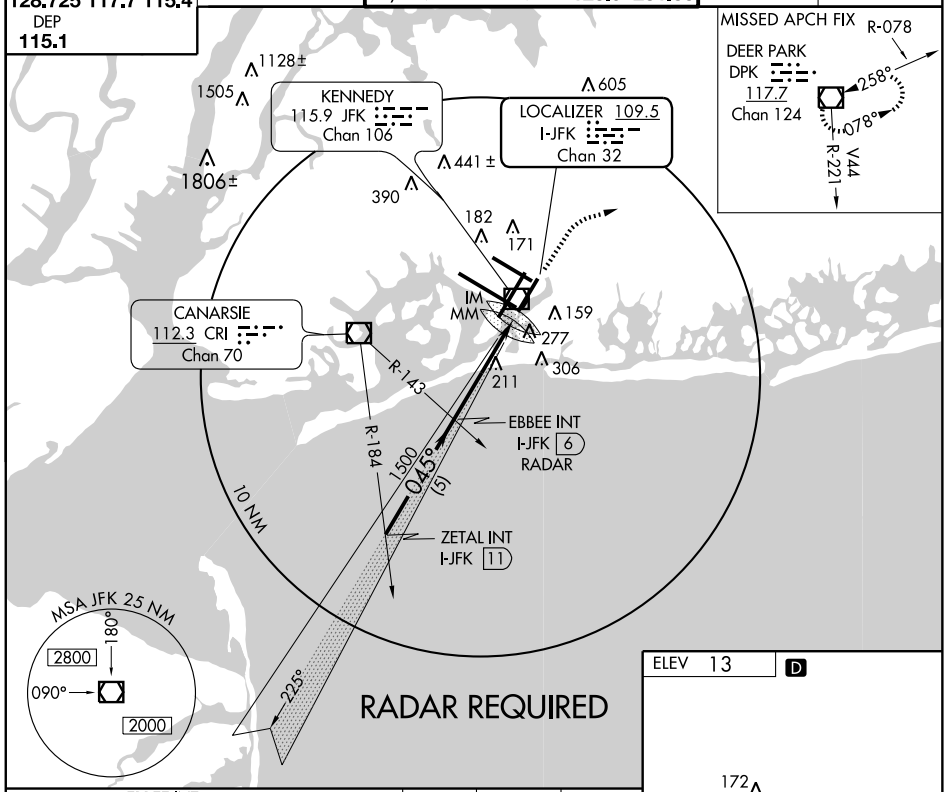
# ILS RWY 4R (CAT II)

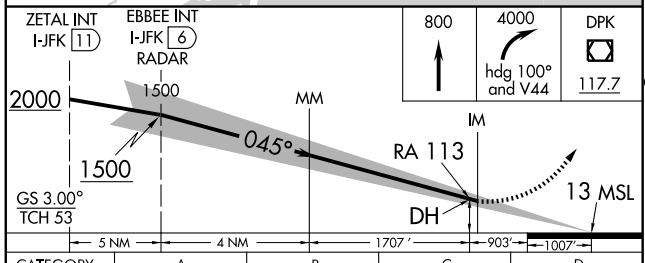
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | KENNEDY TOWER | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |

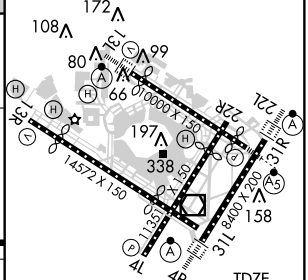



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | RA 113/12 | 100 DA 113 | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 08 APR 2010 to 06 MAY 2010

NEW YORK, NEW YORK

AL-610 (FAA)

| LOC/DME I-JFK | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 109.5 | 045° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

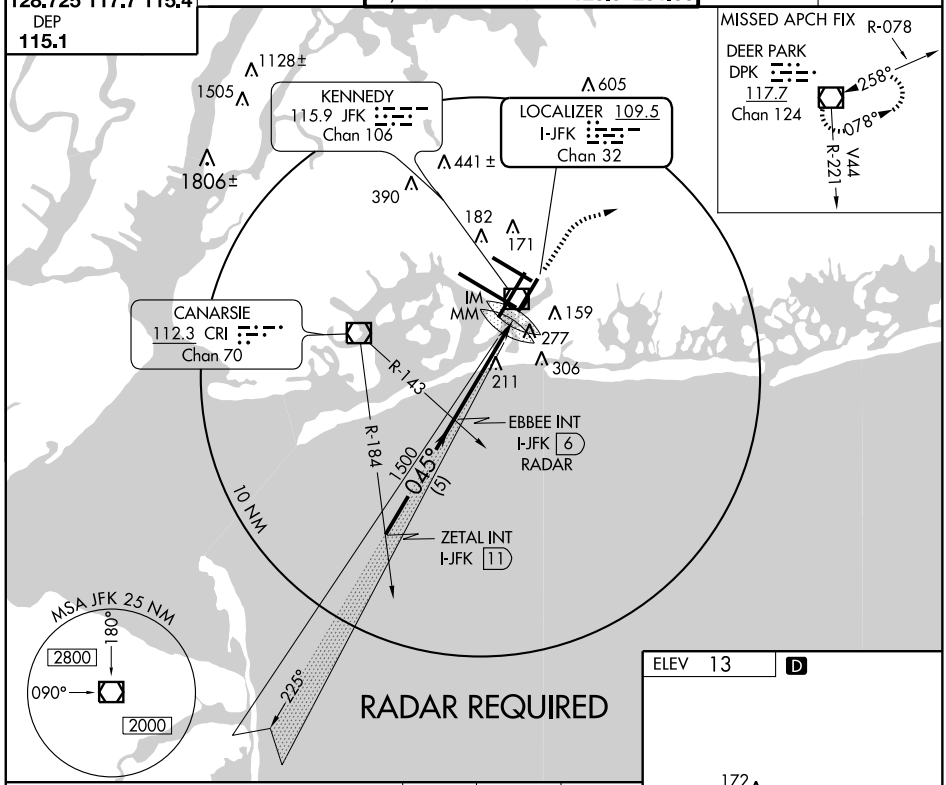
# ILS RWY 4R (CAT III)

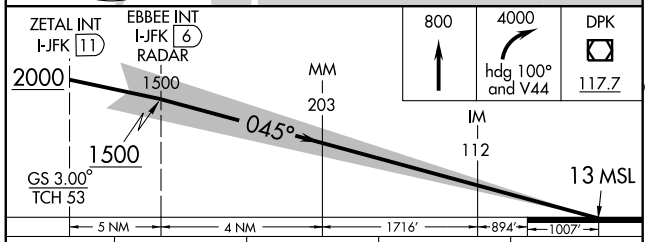
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |

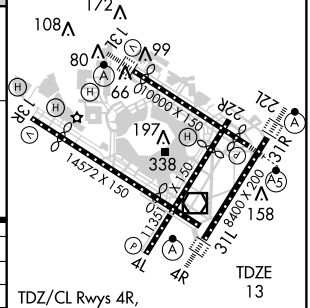



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | | CAT IIIa | RVR 07 | |
| S-ILS 4R | | CAT IIIb | RVR 06 | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 08 APR 2010 to 06 MAY 2010

NEW YORK, NEW YORK

AL-610 (FAA)

| LOC/DME I-TLK | APP CRS | Rwy Idg 9095 |
|---|---|---|
| 111.5 | 135° | TDZE 13 |
| Chan 52 | | Apt Elev 13 |

# ILS RWY 13L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |

MISSED APCH FIX

DEER PARK
DPK 117.7
Chan 124

R-078
258°
078°

LA GUARDIA
113.1 LGA
Chan 78

LOCALIZER 111.5
I-TLK
Chan 52

315°
1128±
1505
605
R-209
R-193
1806±
1500
441±
135°
390
TELEX INT
I-TLK 7.7
CAXUN INT
I-TLK 6.1
182
171
277
159
211
306
10 NM

KENNEDY
115.9 JFK
Chan 106

MSA JFK 25 NM
180°
2800
090°
2000

## RADAR REQUIRED

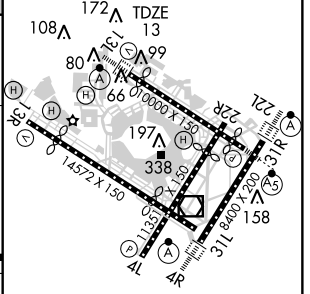
NOTE: 99′ hangar abeam Rwy threshold 855′ left of Rwy centerline.
NOTE: 18′ fence abeam Rwy threshold 526′ right of Rwy centerline.
NOTE: 43′ light 691′ after Rwy threshold 691′ right of Rwy centerline, NW taxiway B/U/V intersection.
NOTE: 58′ antenna and building 1530′ after Rwy threshold 806′ left of Rwy centerline.
NOTE: 88′ hangar 4192′ after Rwy threshold 990′ left of Rwy centerline.

ELEV 13 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | RA 151/16 150 DA 163 | | | |

## CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 08 APR 2010 to 06 MAY 2010

NEW YORK, NEW YORK

AL-610 (FAA)

| LOC/DME I-IWY | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 110.9 | 225° | TDZE 13 |
| Chan 46 | | Apt Elev 13 |

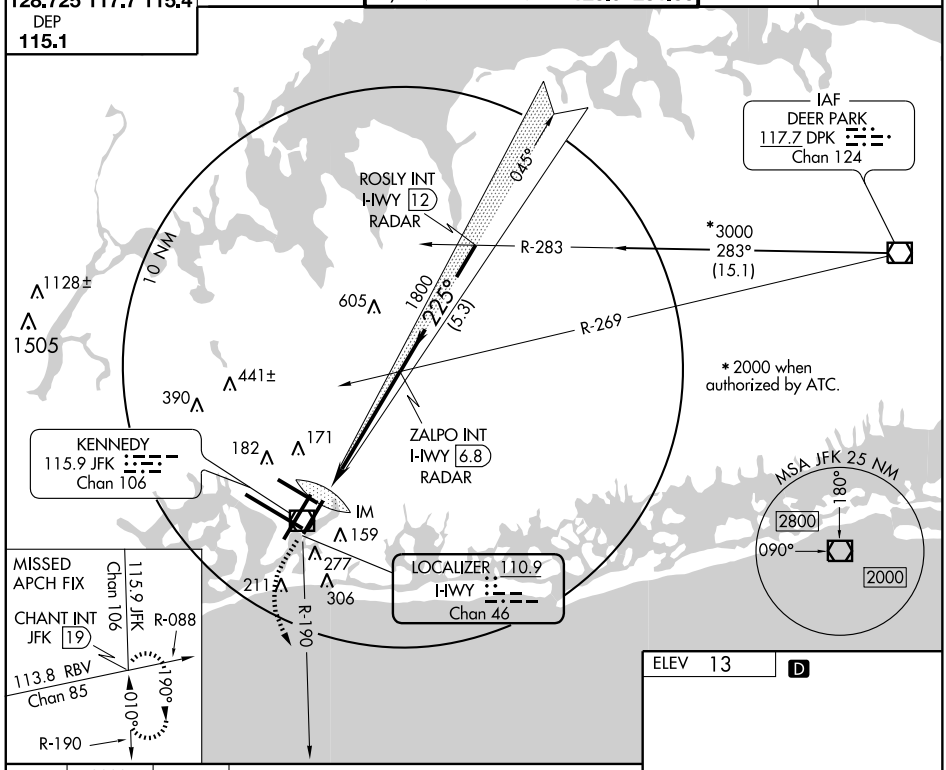
# ILS RWY 22L (CAT II)

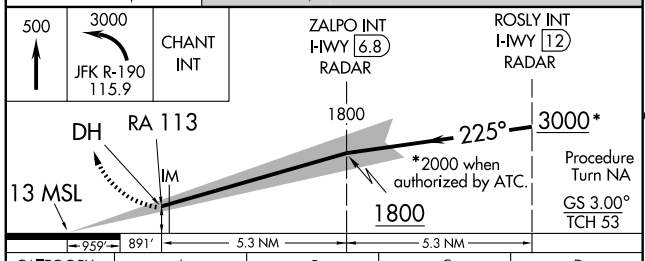
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

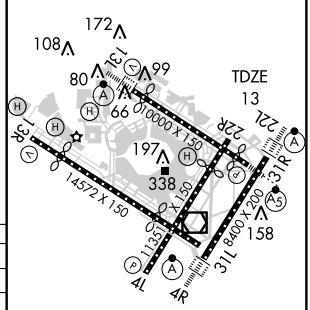
| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 117.7 115.4 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |
| DEP 115.1 | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | RA 113/12 100 DA 113 | | | |

ELEV 13 D




REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-IWY | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 110.9 Chan 46 | 225° | TDZE 13 Apt Elev 13 |

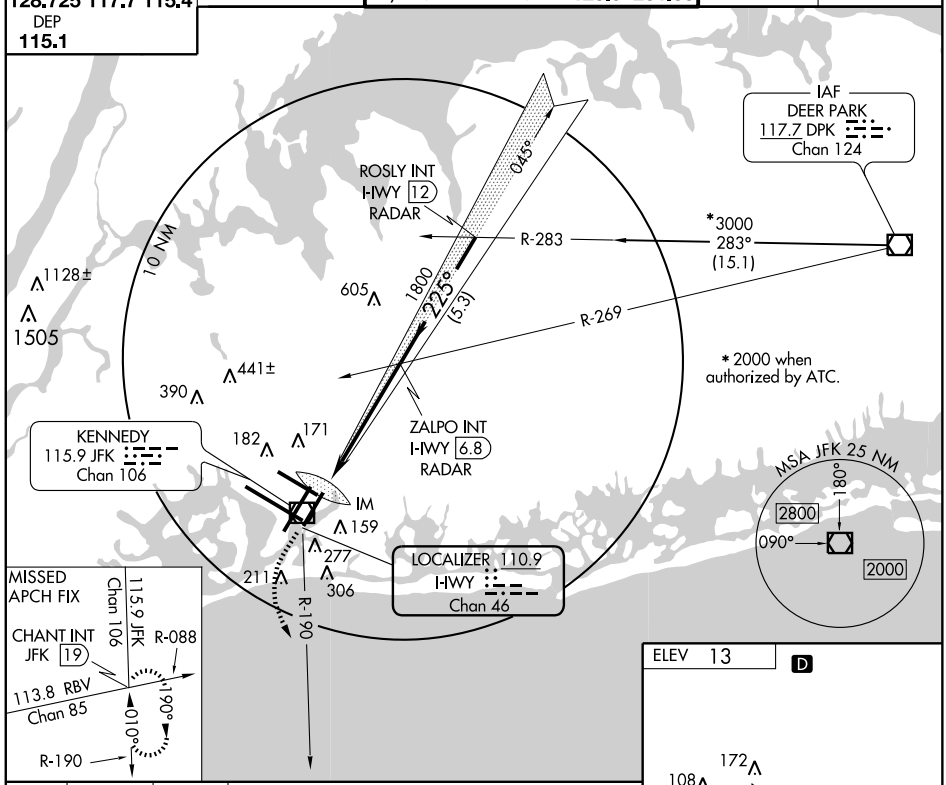
# ILS RWY 22L (CAT III)

NEW YORK/JOHN F. KENNEDY INTL (JFK)

ALSF-2

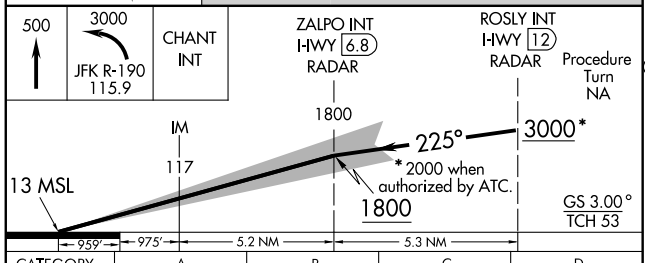
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

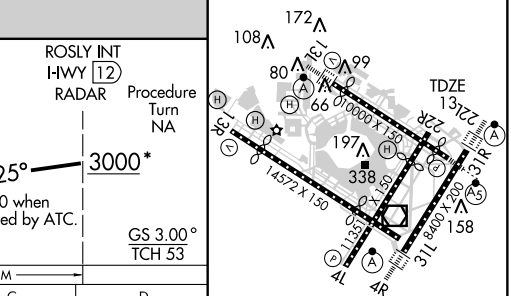
| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | CAT IIIa RVR 07 | | | |
| S-ILS 22L | CAT IIIb RVR 06 | | | |
| S-ILS 22L | CAT IIIc NA | | | |

REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JOC | APP CRS | Rwy Idg 8655 |
|---|---|---|
| 109.5 | 222° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

# ILS RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 117.7 115.4 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |
| DEP 115.1 | | | | |

RADAR REQUIRED

042°

10 NM

CORVT
I-JOC 10.1
RADAR

1900

222°

(5.1)

605

MATTR
I-JOC 5
RADAR

1128±

1505

1806±

441 ±

390

182

171

83 ±

KENNEDY
115.9 JFK
Chan 106

159

277

306

211

MISSED APCH FIX

COLTS NECK
COL
115.4
Chan 101

010°

190°

R-010

MSA JFK 25 NM

180°

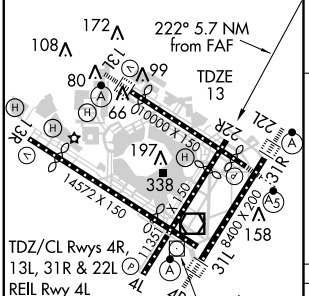
2800

090°

2000

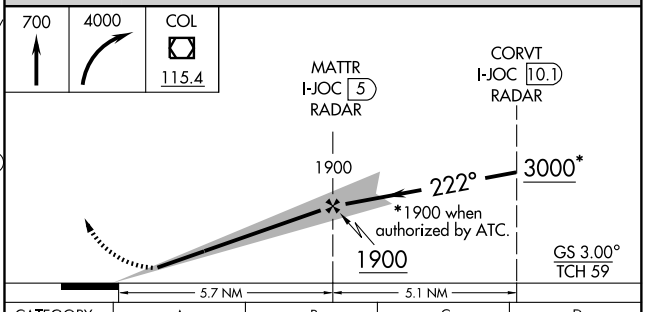
ELEV 13 D

LOCALIZER 109.5
I-JOC
Chan 32




TDZ/CL Rwys 4R, 13L, 31R & 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, and 13L-31R

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



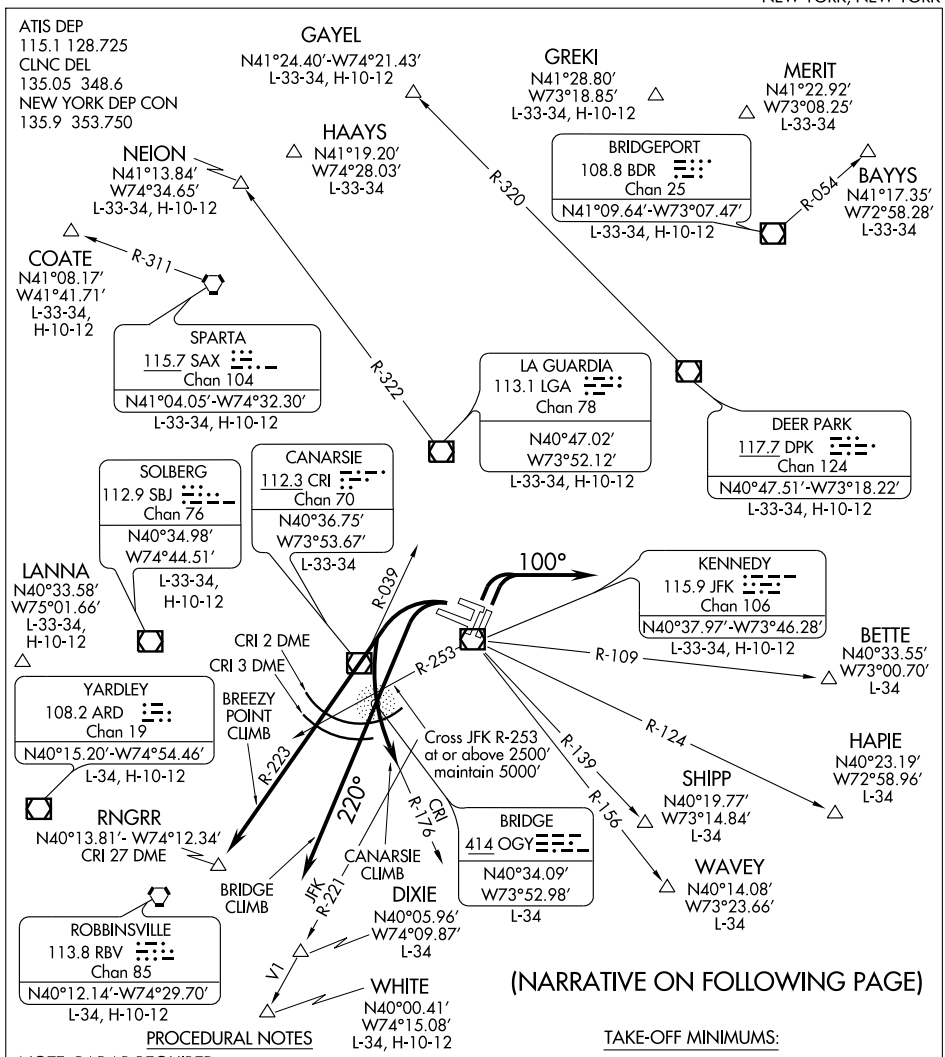

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 263/40 250 (300-¾) | | | |
| S-LOC 22R | 460/50 447 (500-1) | | 460/60 447 (500-1¼) | 460-1½ 447 (500-1½) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

# KENNEDY ONE DEPARTURE

SL-610 (FAA)






(NARRATIVE ON FOLLOWING PAGE)

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250′ per NM to 300′.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210′ per NM to 2000′, ATC Climb Gradients: BREEZY POINT CLIMB, 343′ per NM to 2500′, BRIDGE CLIMB, 534′ per NM to 2500′, CANARSIE CLIMB, 440′ per NM to 2500′.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287′ per NM to 2500′, BRIDGE CLIMB, 431′ per NM to 2500′, CANARSIE CLIMB, 357′ per NM to 2500′.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....
TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....
GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....
....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

* To be assigned during the period 2200-0700 local.
** ADF Required.
*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
**** If unable to remain within JFK 2.5 DME, advise ATC.

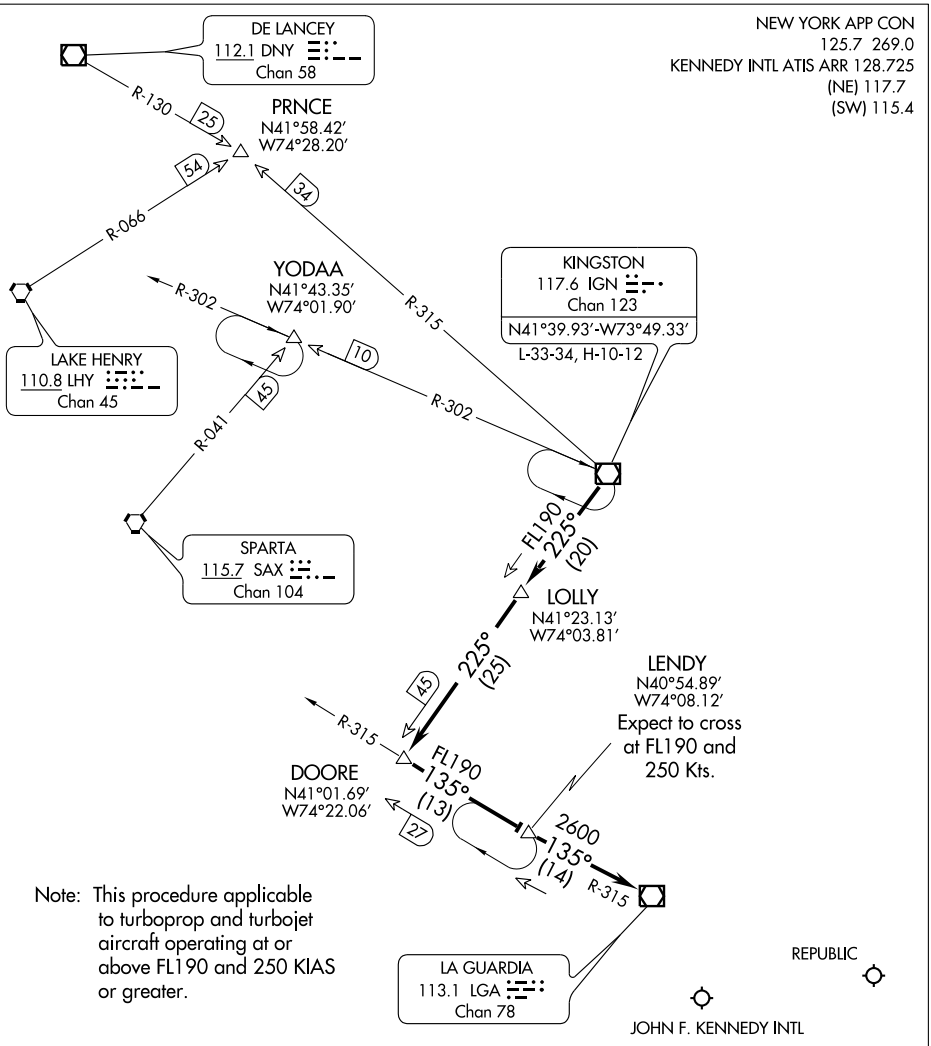
TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.
Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.
Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.
Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

NE-2, 08 APR 2010 to 06 MAY 2010

# KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK




## DME REQUIRED

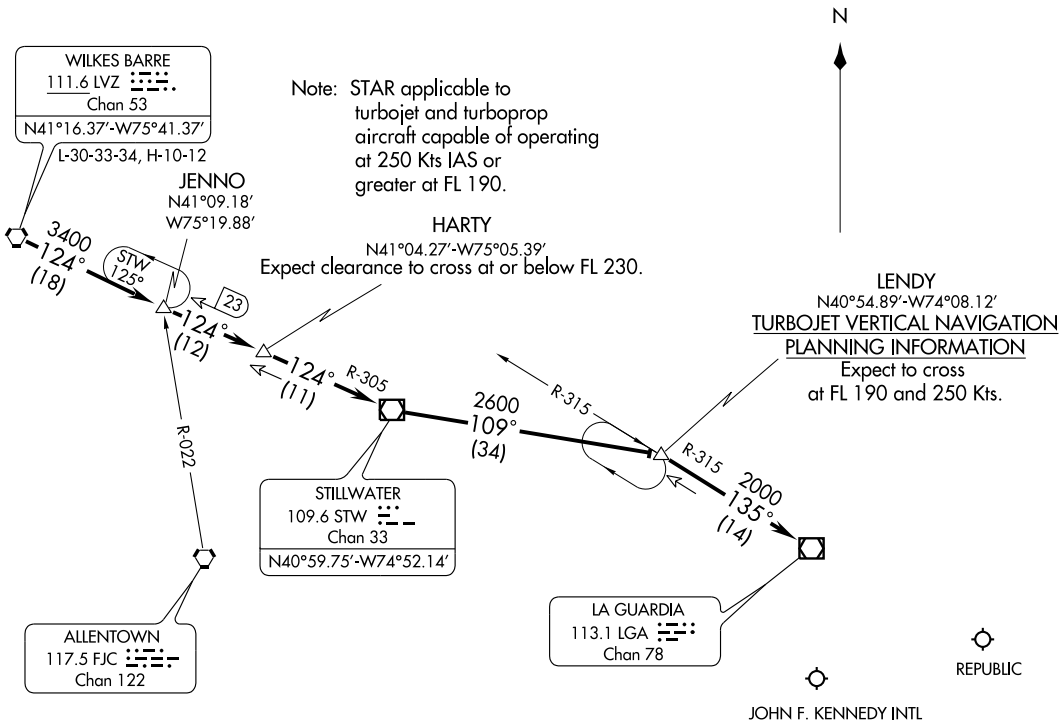
NOTE: Chart not to scale.

### ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

# LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65




From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

# MERIT THREE DEPARTURE





ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

N

## TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

*NOTE: To be assigned during the period 2200-0700 local.

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

WHALE
N42°11.87′
W67°00.00′
H-11

VITOL
N41°47.00′
W67°00.00′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

WITCH
N42°41.00′
W70°52.77′

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

J42
071°
(37)

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

FL 180
072°
(31)

Cross JFK R-253 at or above 2500′ maintain 5000′.

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK
4.5 DME

R-039

100°

MERIT
N41°22.92′
W73°08.25′
L-33-34

BETTE
N40°33.55′
W73°00.70′
L-34

YAHOO
N41°04.16′
W69°44.77′
H-10

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

JOBOC
N40°07.00′
W67°00.00′
H-10

CRI 2 DME

R-253

R-232

CRI 3 DME

R-223

220°

220°

* GATEWAY CLIMB

HAPIE
N40°23.19′
W72°58.96′
L-34

JFK
5

BREEZY POINT CLIMB

BRIDGE CLIMB

CANARSIE CLIMB

CRI
R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

NOTE: Chart not to scale.

(Continued on next page)

# MERIT THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.
MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 08 APR 2010 to 06 MAY 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.

KENNEBUNK
ENE
224°
044°
17000
*2000
214°
(39)
ASPEN
*2500
214°
(69)
TOPPS
TAFFY
EBONY
ALLEX
TUSKY
BRADD
KANNI
WHALE
VITOL
SAILE
DOVEY
FRILL
081°
261°
SHANK
17000
*1800
261°
(49)
PLYMM
057°
237°
3000
*2100
234°
(34)
PROVIDENCE
PVD
N
TRAIT
Expect clearance to cross
TRAIT at FL240.
*1400
234°
(14)
CALVERTON
CCC
Expect clearance to cross
CCC VOR/DME at 12000'
and 250 KIAS.
2300
266°
(32)
PARCH
3000
*1500
275°
(25)
SANDY POINT
SEY
085°
1900
230°
(18)
CAPIT
JOHN F.
KENNEDY
INTL
1700
303°
(14)
REPUBLIC
CRAIL
(14)
1700
284°
ERICK
279°
1500
(34)
KENNEDY
JFK
ROBER
Expect clearance to cross
ROBER at 9000'.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

# (PARCH.PARCH1) 10042 PARCH ONE ARRIVAL (RNAV)

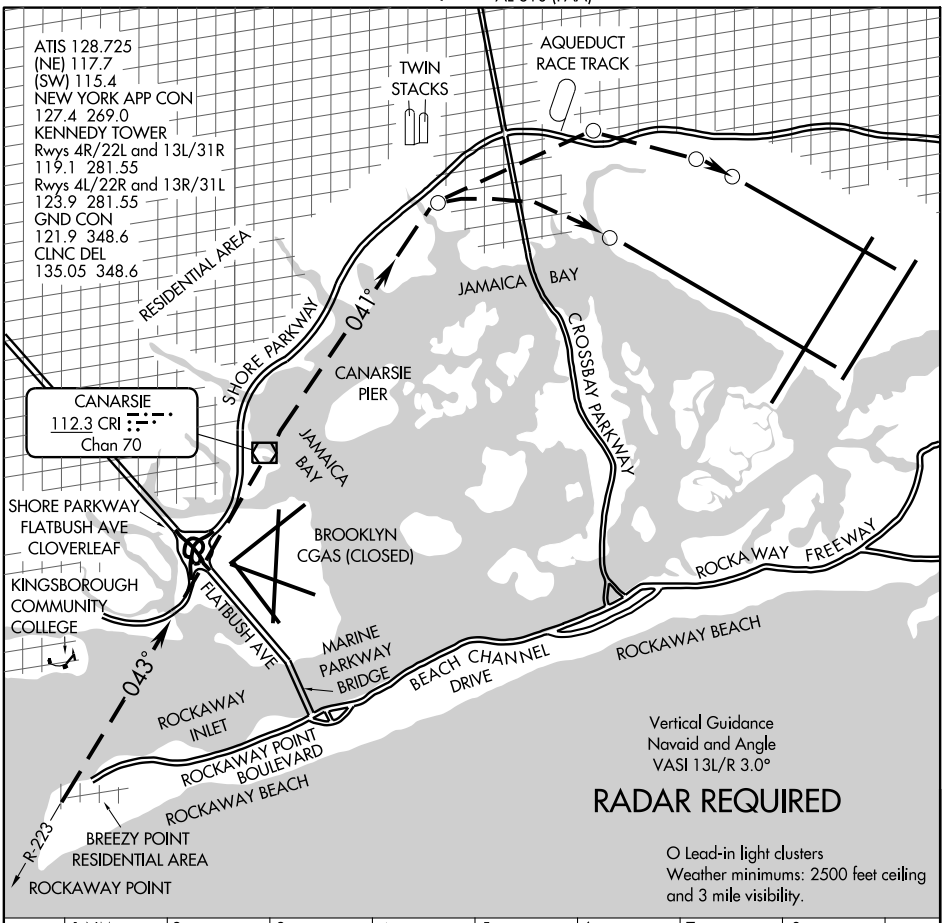
ST-610 (FAA)

NEW YORK, NEW YORK

Orig 09015

# PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK
AL-610 (FAA)



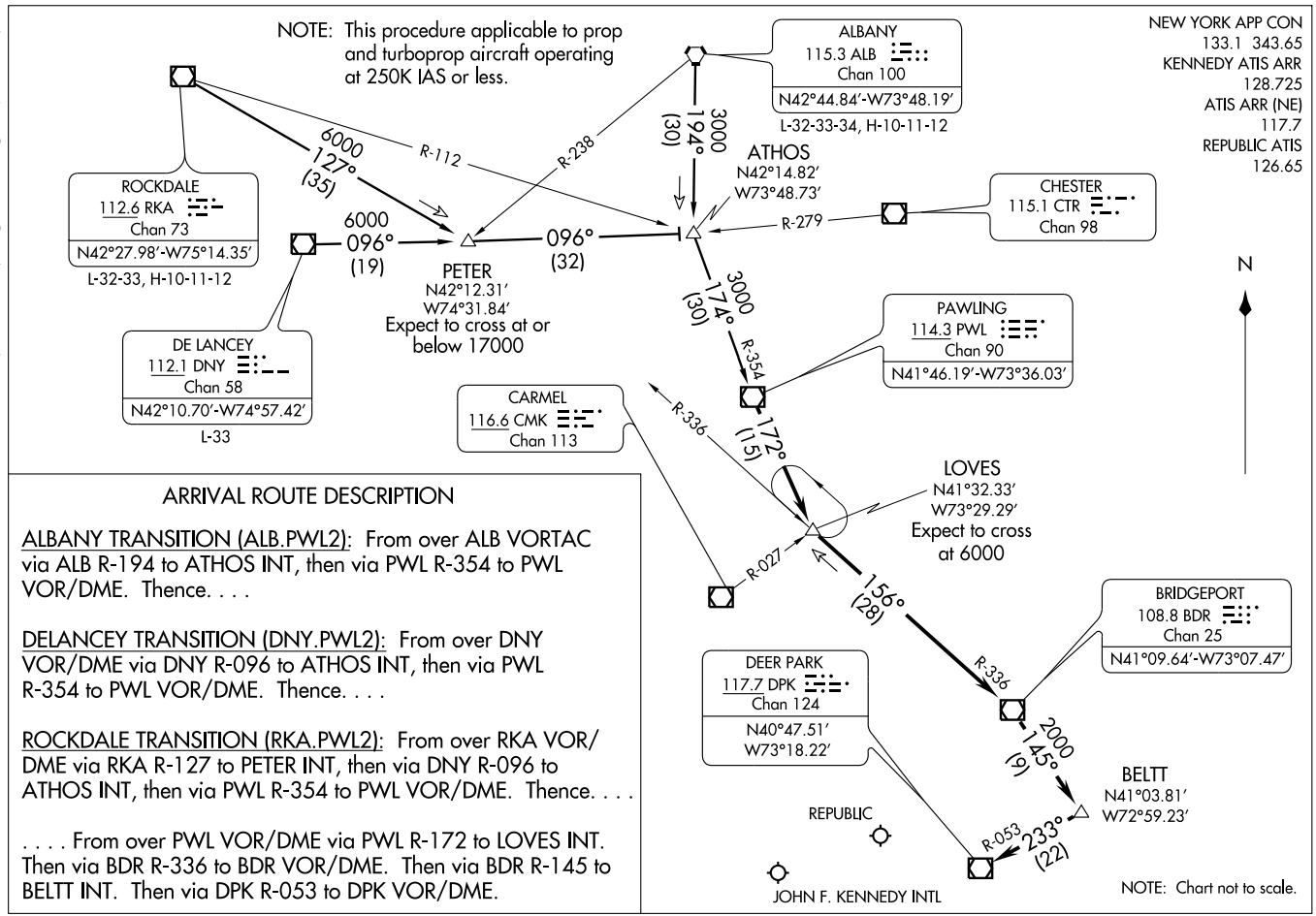

PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintian at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

# PAWLING TWO ARRIVAL (PWL.PWL2)






## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

ST-610 (FAA)

NEW YORK, NEW YORK

| WAAS CH 40019 W22B | APP CRS 225° | Rwy Idg 8655 TDZE 13 Apt Elev 13 |
|---|---|---|

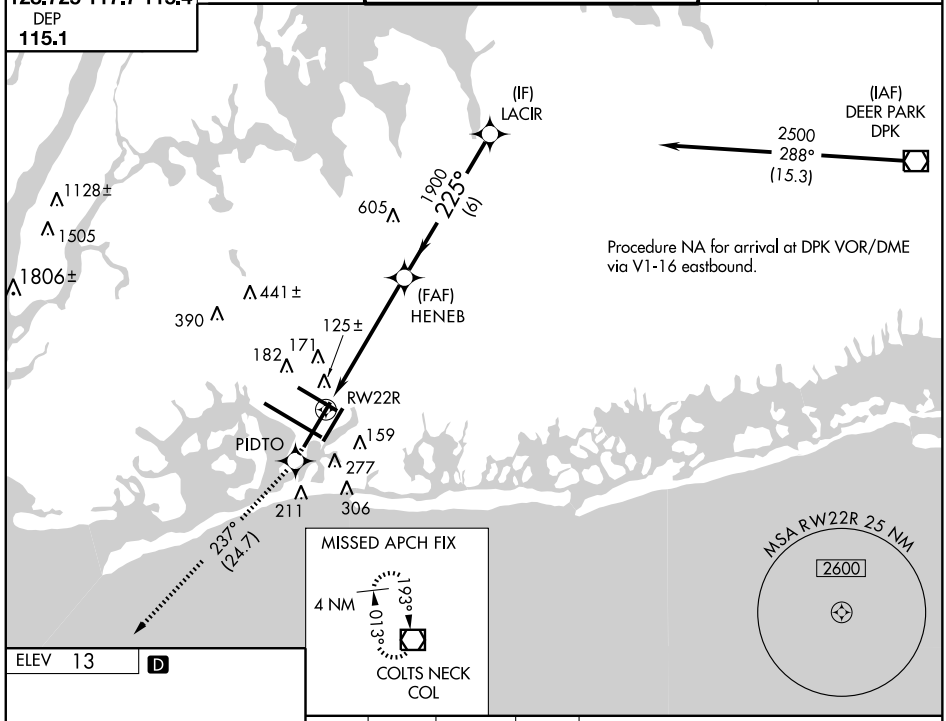
# RNAV (GPS) RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

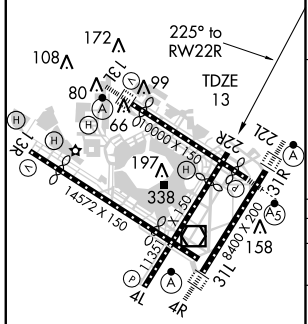
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

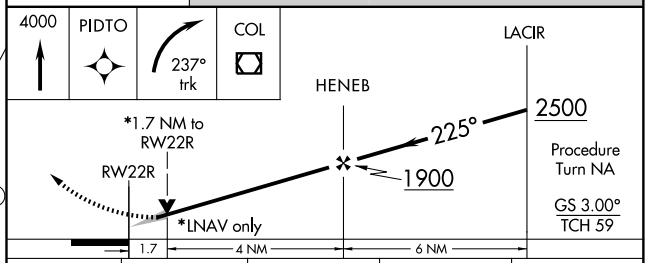
| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |




ELEV 13 D




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/40 257 (300-¾) | | | |
| LNAV/VNAV DA | 480-1½ 467 (500-1½) | | | |
| LNAV MDA | 600/50 587 (600-1) | | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1½ 627 (700-1½) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 11248 |
|---|---|---|
| 315° | TDZE | 13 |
| | Apt Elev | 13 |

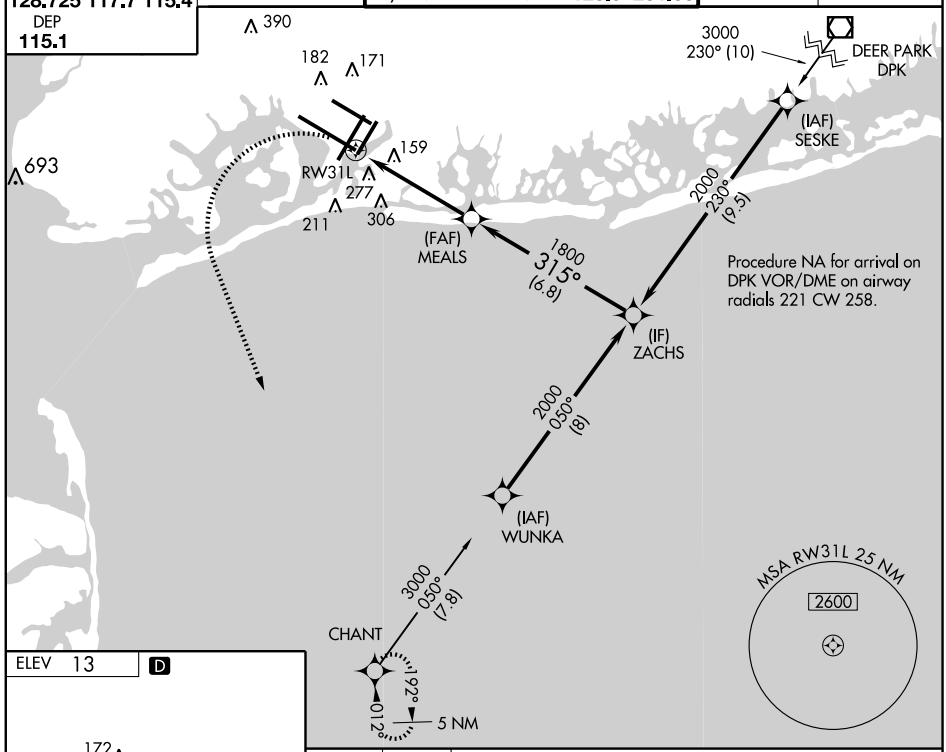
# RNAV (GPS) X RWY 31L

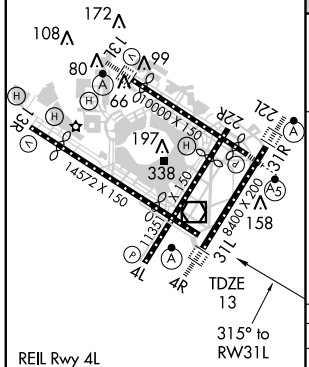
NEW YORK / JOHN F. KENNEDY INTL (JFK)

DME/DME RNP-0.3 NA.

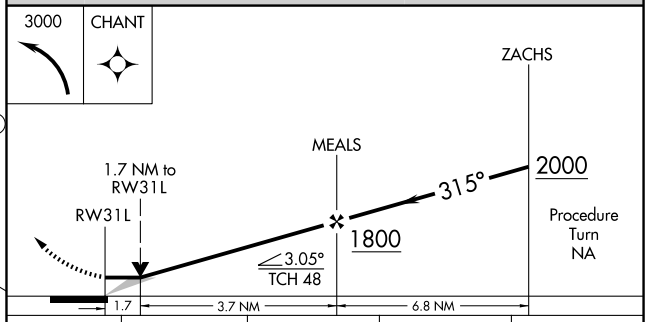
MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.

| ATIS | | | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 | 117.7 | 115.4 | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | |
| DEP 115.1 | | | | | | | |




REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600/50 587 (600-1) | | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 11351 |
|---|---|---|---|
| CH 77519 | 045° | TDZE | 12 |
| W04A | | Apt Elev | 13 |

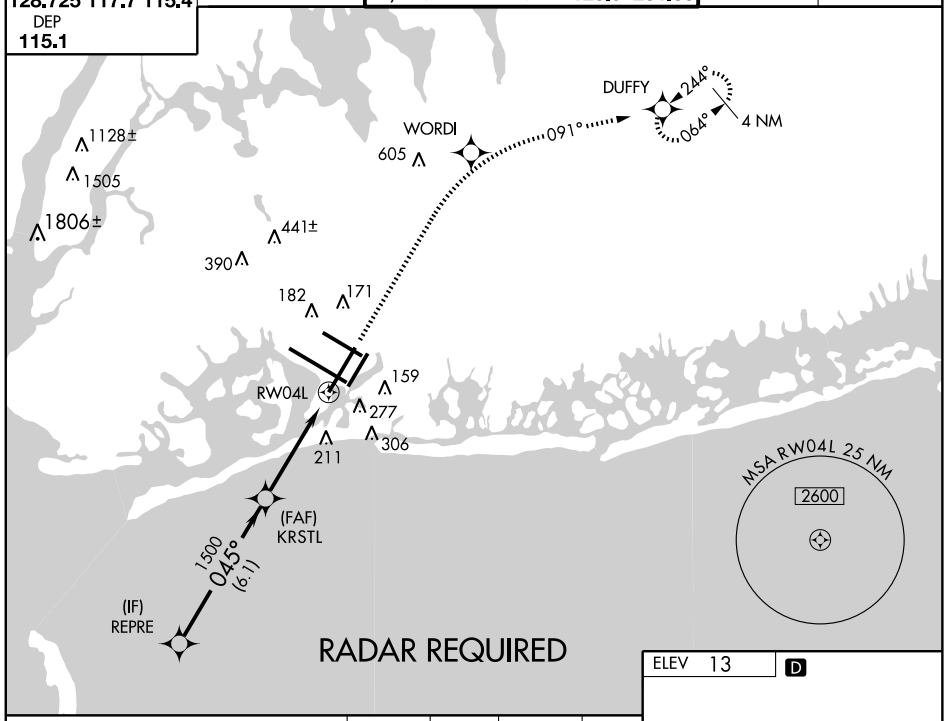
# RNAV (GPS) Y RWY 4L

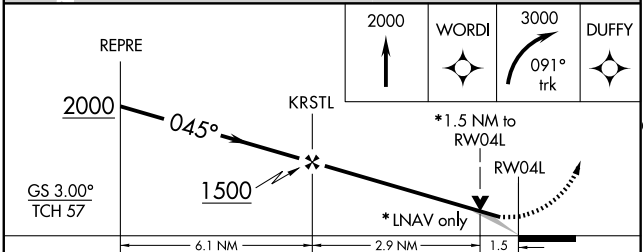
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

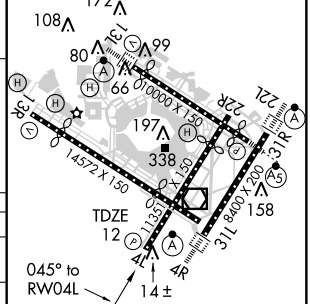
| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 117.7 115.4 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |
| DEP 115.1 | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 280/50 268 (300-1) | | | |
| LNAV/VNAV DA | 480-1½ 468 (500-1½) | | | |
| LNAV MDA | 540/50 528 (600-1) | | 540-1½ 528 (600-1½) | 540-1¾ 528 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

ELEV 13 D




REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 81819 | 045° | TDZE | 13 |
| W04B | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 4R

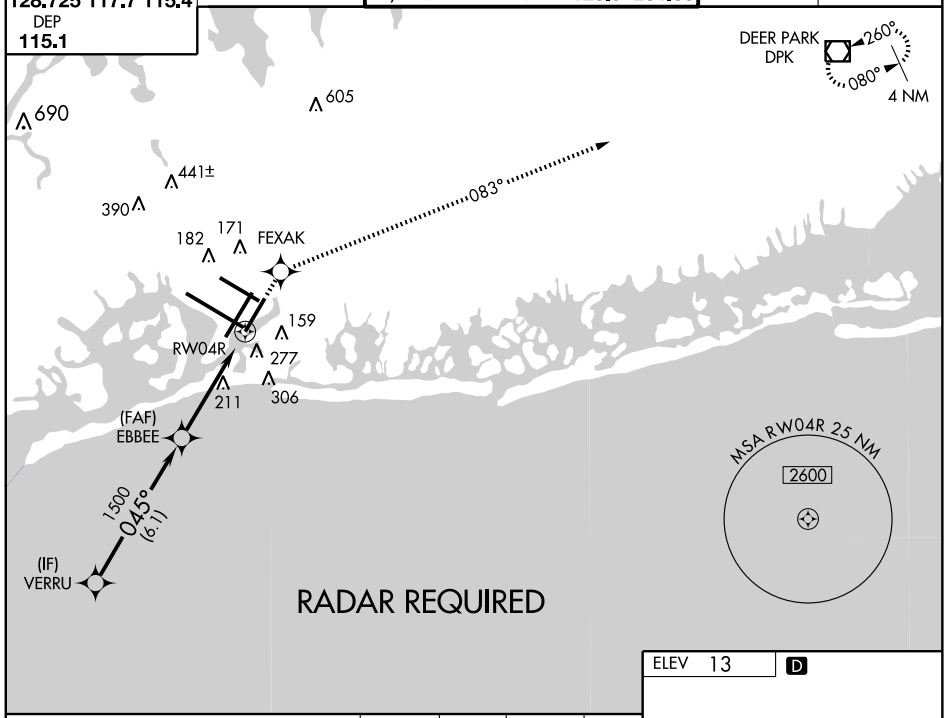
NEW YORK / JOHN F. KENNEDY INTL (JFK)

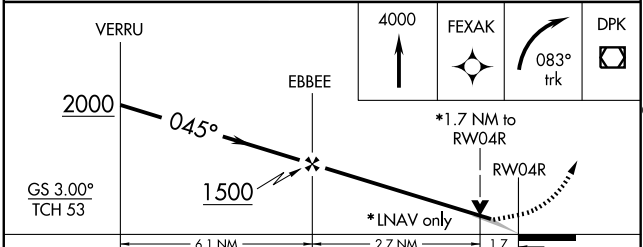
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

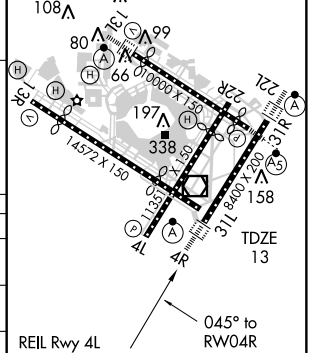
ALSF-2

MISSED APPROACH: Climb to 4000 direct FEXAK and right turn via 083° track to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 520/60 507 (600-1¼) | | | |
| LNAV MDA | 600/24 587 (600-½) | | 600/50 587 (600-1) | 600/60 587 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 97318 | 225° | TDZE | 13 |
| W22A | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 22L

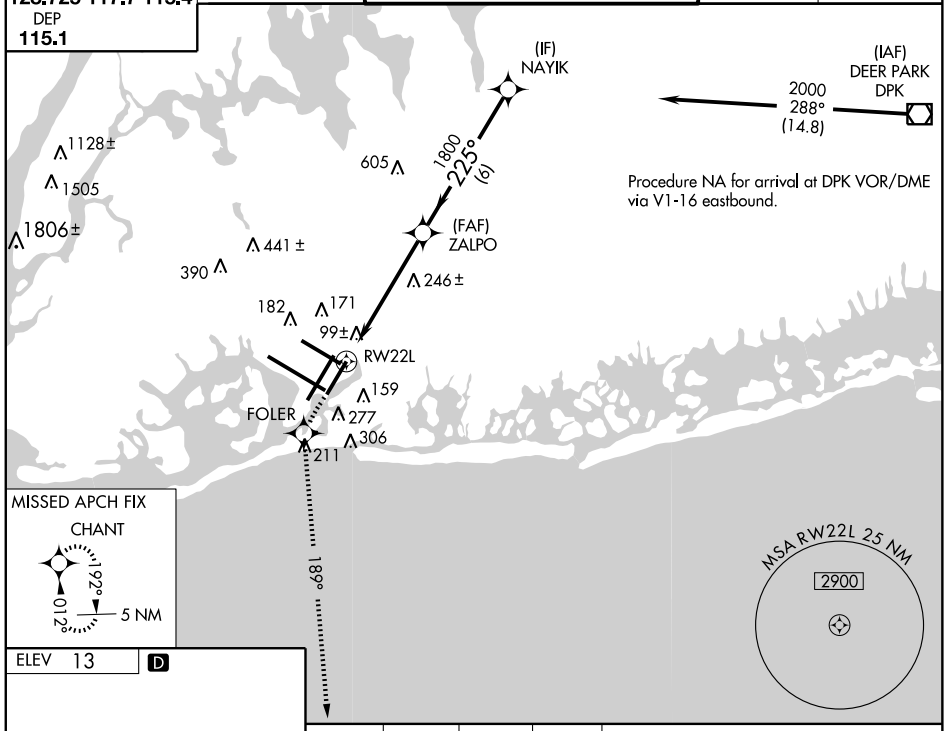
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

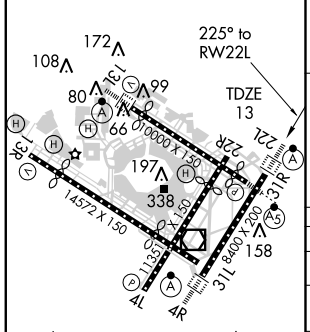
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

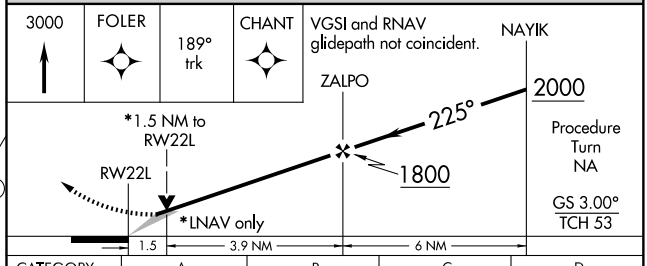
| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 117.7 115.4 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |
| DEP 115.1 | | | | |




ELEV 13 D




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 420/50 407 (500-1) | | | |
| LNAV MDA | 560/24 547 (600-½) | | 560/50 547 (600-1) | 560/60 547 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 11248 |
|---|---|---|---|
| CH 50119 | 315° | TDZE | 13 |
| W31A | | Apt Elev | 13 |

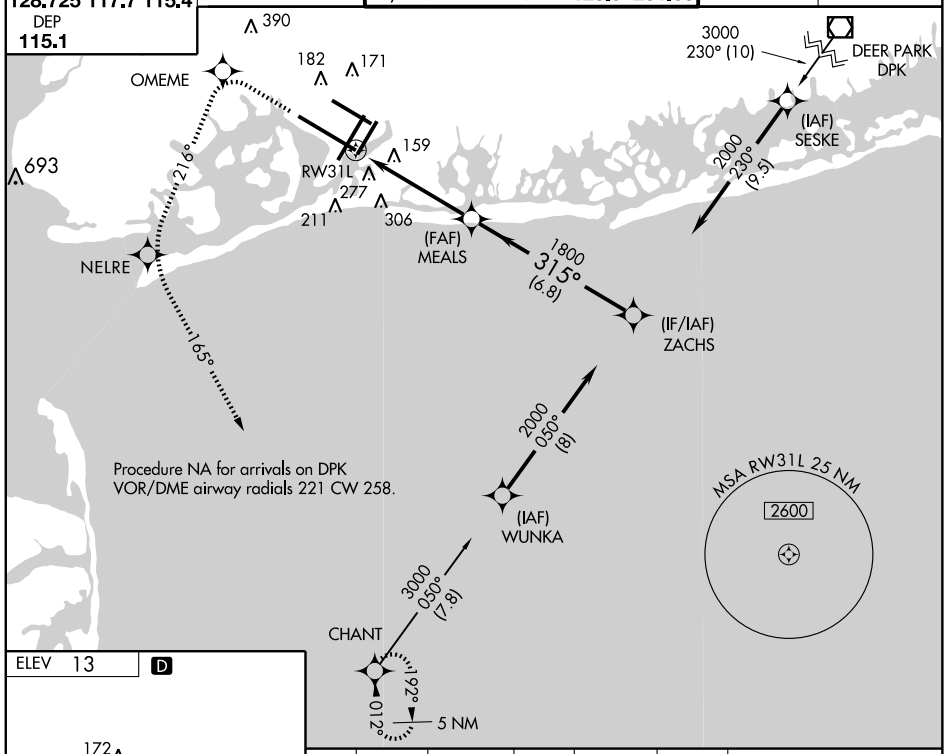
# RNAV (GPS) Y RWY 31L

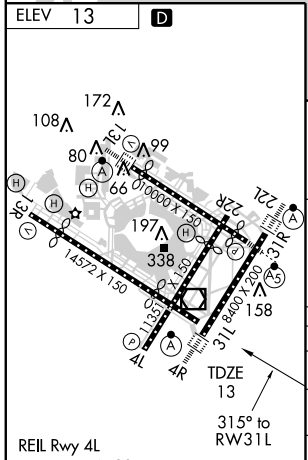
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

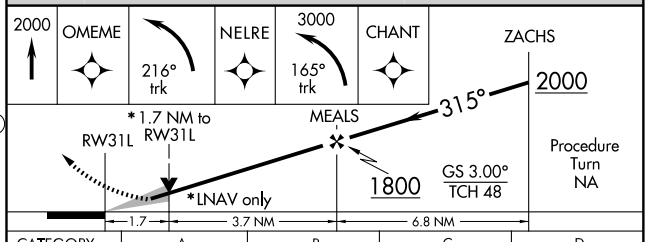
MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 117.7 115.4 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |
| DEP 115.1 | | | | |




REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/40 257 (300-¾) | | | |
| LNAV/VNAV DA | 600-2 587 (600-2) | | | |
| LNAV MDA | 600/50 587 (600-1) | | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 8970 |
|---|---|---|---|
| CH 45519 | 315° | TDZE | 13 |
| W31B | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 31R

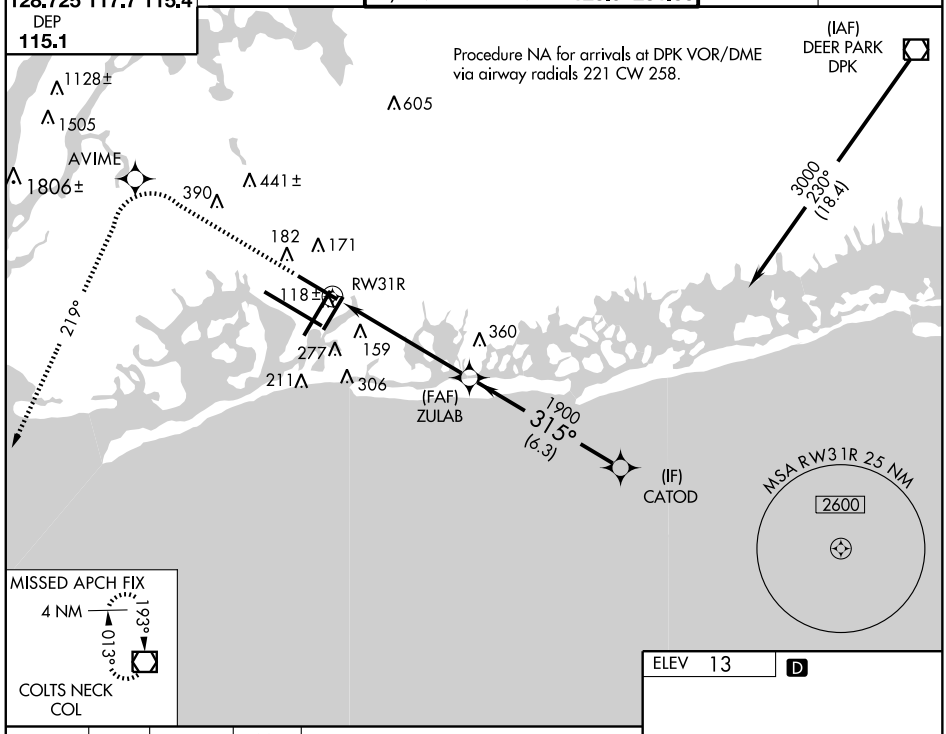
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC.

MALSR

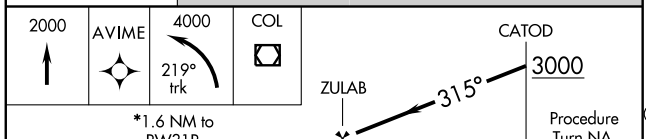
MISSED APPROACH: Climb to 2000 direct AVIME then climbing left turn to 4000 via 219° track to COL VOR/DME and hold.

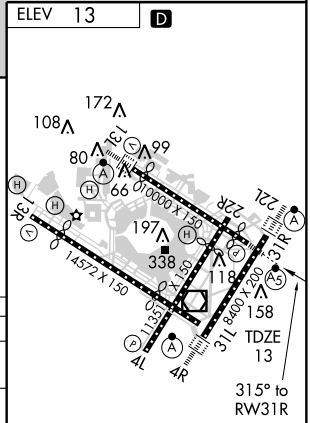
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 420/50 407 (500-1) | | | |
| LNAV MDA | 580/24 567 (600-½) | | 580/50 567 (600-1) | 580/60 567 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 11351 |
|---|---|---|
| 045° | TDZE | 12 |
| | Apt Elev | 13 |

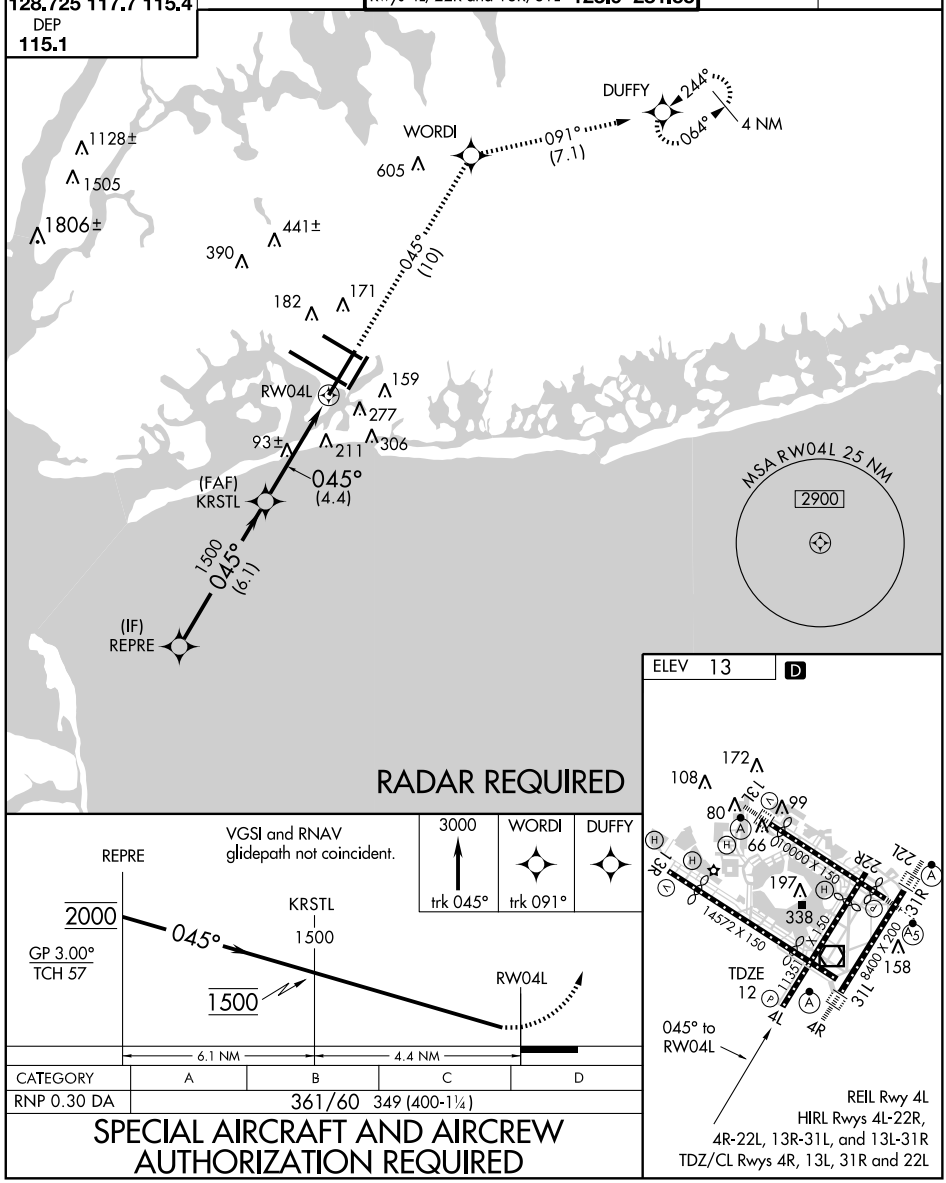
# RNAV (RNP) Z RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 361/60 | 349 (400-1¼) | | |

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 045° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 4R

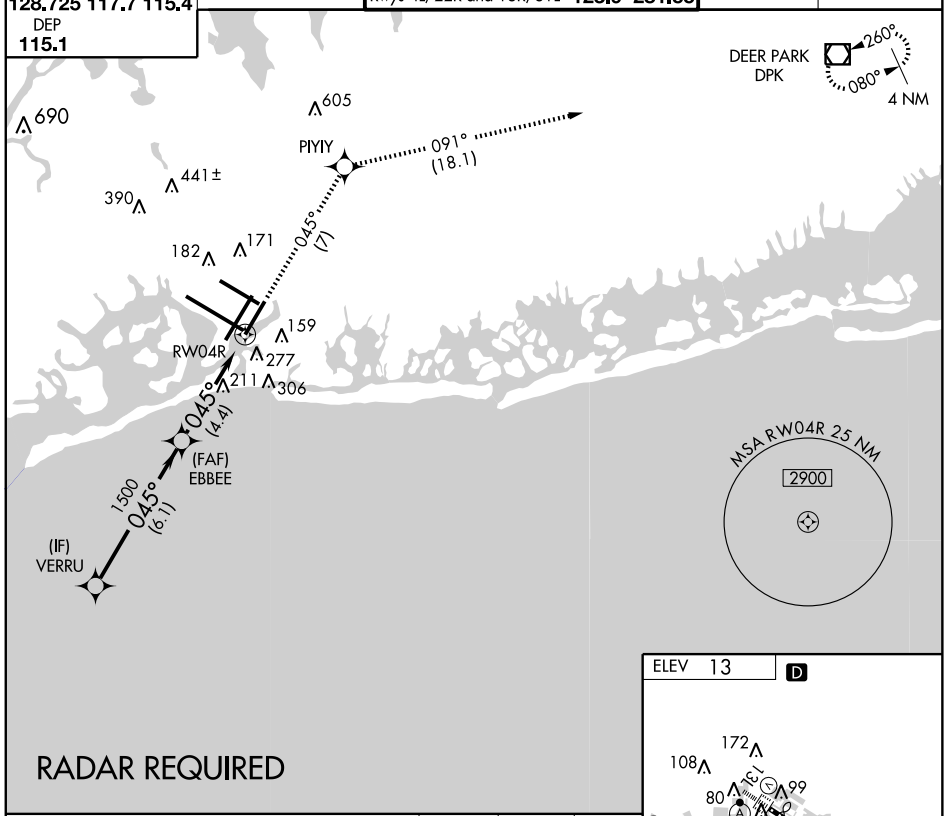
NEW YORK / JOHN F. KENNEDY INTL (JFK)

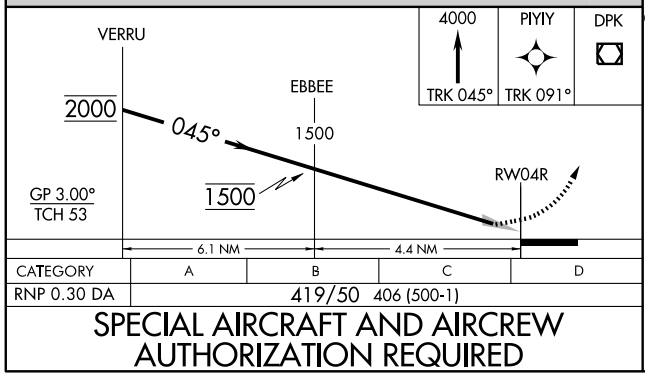
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

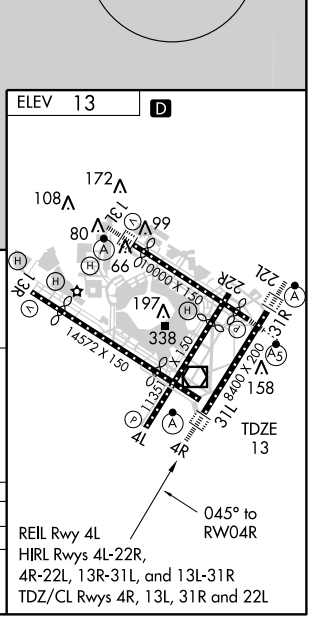
| ATIS | | | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| 128.725 | 117.7 | 115.4 | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | |
| DEP 115.1 | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 419/50 | 406 (500-1) | | |

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED




NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 225° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

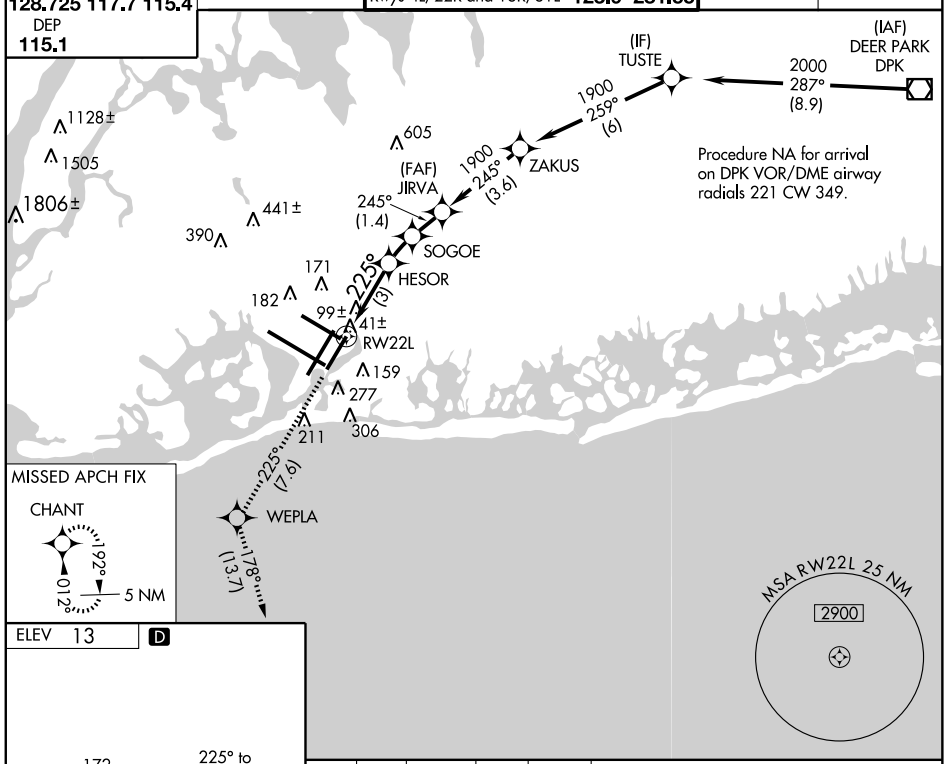
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

NA

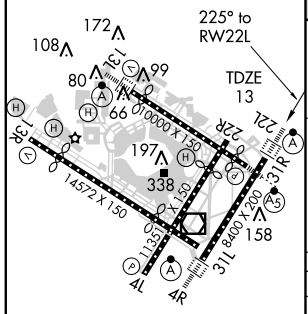
ALSF-2

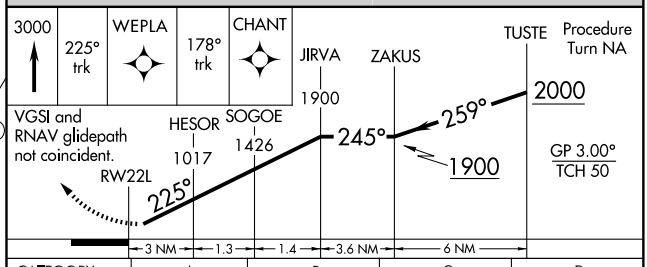
MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| DEP | | | | | | | | | | | |
| 115.1 | | | | | | | | | | | |




ELEV 13 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 339/40 (400-¾) | | | |
| RNP 0.30 DA | 408/50 (400-1) | | | |

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 11248 |
|---|---|---|
| 315° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 31L

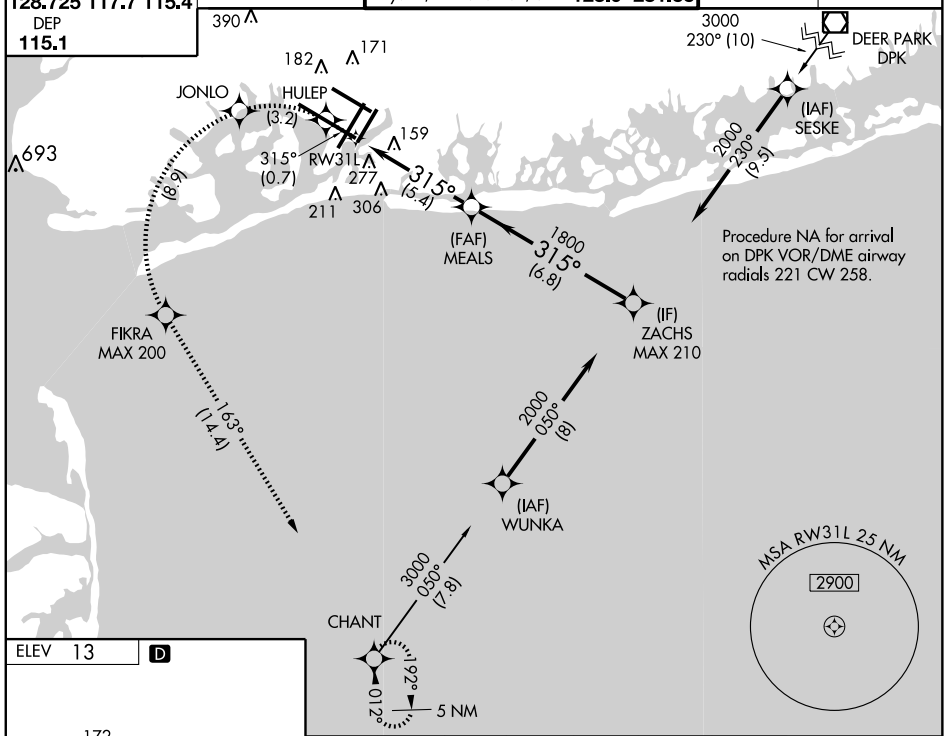
NEW YORK / JOHN F. KENNEDY INTL (JFK)

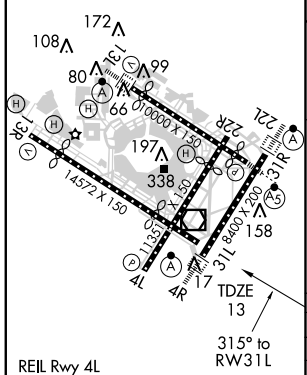
▼ NA

For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

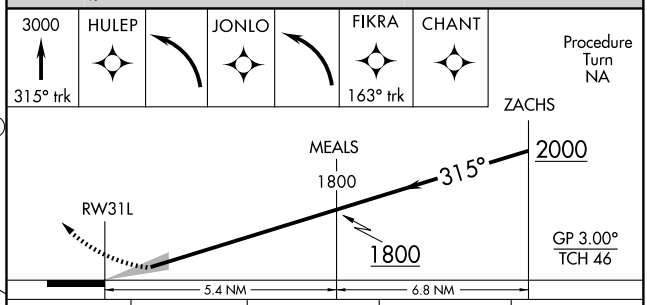
MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30* | 316/50 303 (400-1) | | | |
| RNP 0.30 | 455-1½ 442 (500-1½) | | | |

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8970 |
|---|---|---|
| 315° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

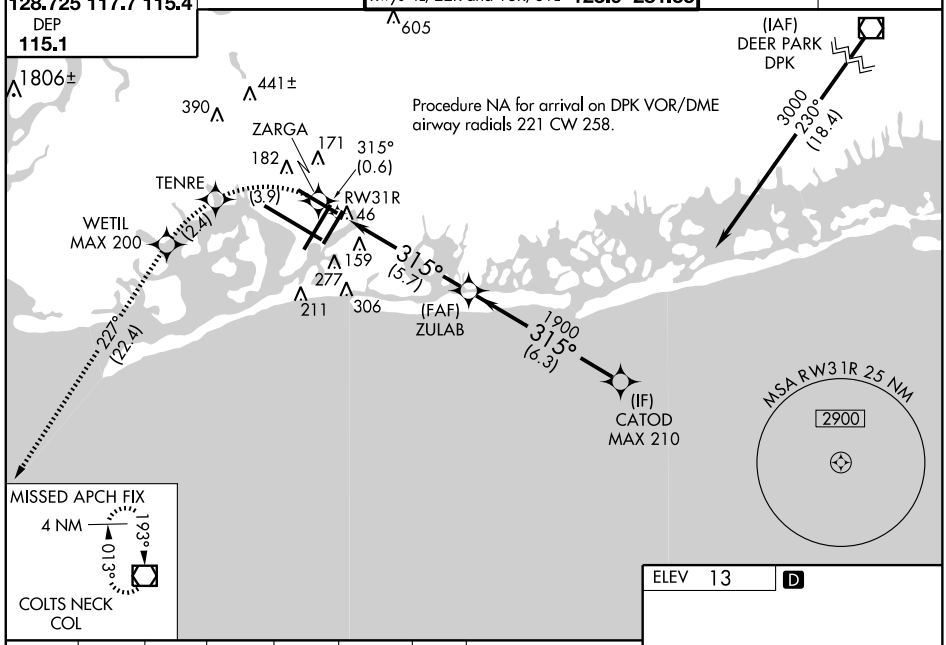
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

NA

MALSR

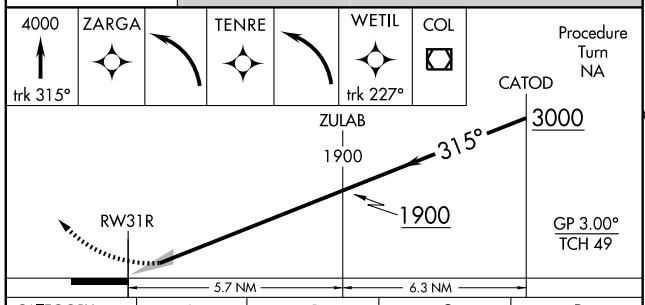
MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP | | | | | | | | | | | |
| 115.1 | | | | | | | | | | | |





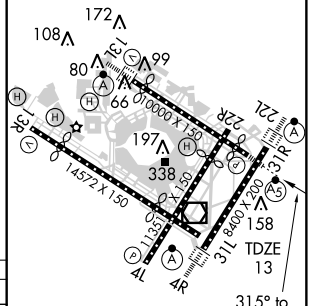





| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA** | 274/24 | 261 (300-½) | | |
| RNP 0.30 DA*** | 317/24 | 304 (400-½) | | |
| RNP 0.30 DA | 413/50 | 400 (400-1) | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

ELEV 13 D




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R

NE-2, 08 APR 2010 to 06 MAY 2010

# ROBER ONE ARRIVAL (ROBER.ROBER1) 10042

## ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence . . . .

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence . . . .

. . . . From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

MANCHESTER
114.4 MHT
Chan 91

ASPEN
N42°48.96′
W70°54.69′

BOSTON
112.7 BOS
Chan 74

GROTON
110.85 GON
Chan 45 (Y)

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

TRAIT
N41°17.08′
W71°55.06′
Expect to cross at FL240.

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′
Expect to cross at 12000′ and 250 KIAS.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NANTUCKET
116.2 ACK
Chan 109

PARCH
N41°05.95′
W72°07.24′

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

REPUBLIC

JOHN F. KENNEDY INTL

ROBER
N40°41.13′
W73°01.96′
Expect to cross at 9000′.

ERICK
N40°47.01′
W72°44.52′

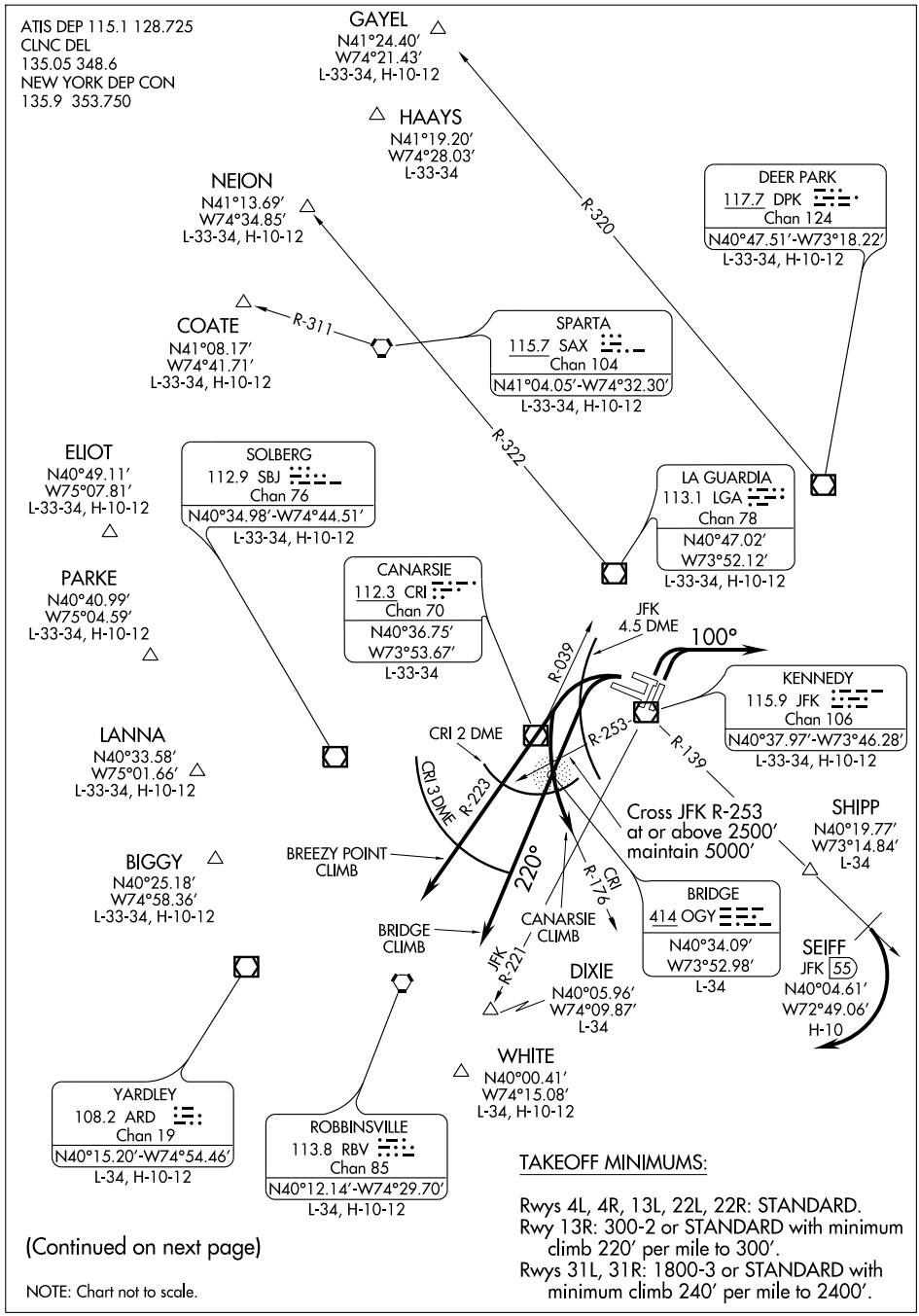
HAMPTON
113.6 HTO
Chan 83

NOTE: Chart not to scale.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13,500 feet (SR-SS).



ST-610 (FAA)




TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....
GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Departure procedure to be used when assigned by ATC only.
NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 08 APR 2010 to 06 MAY 2010

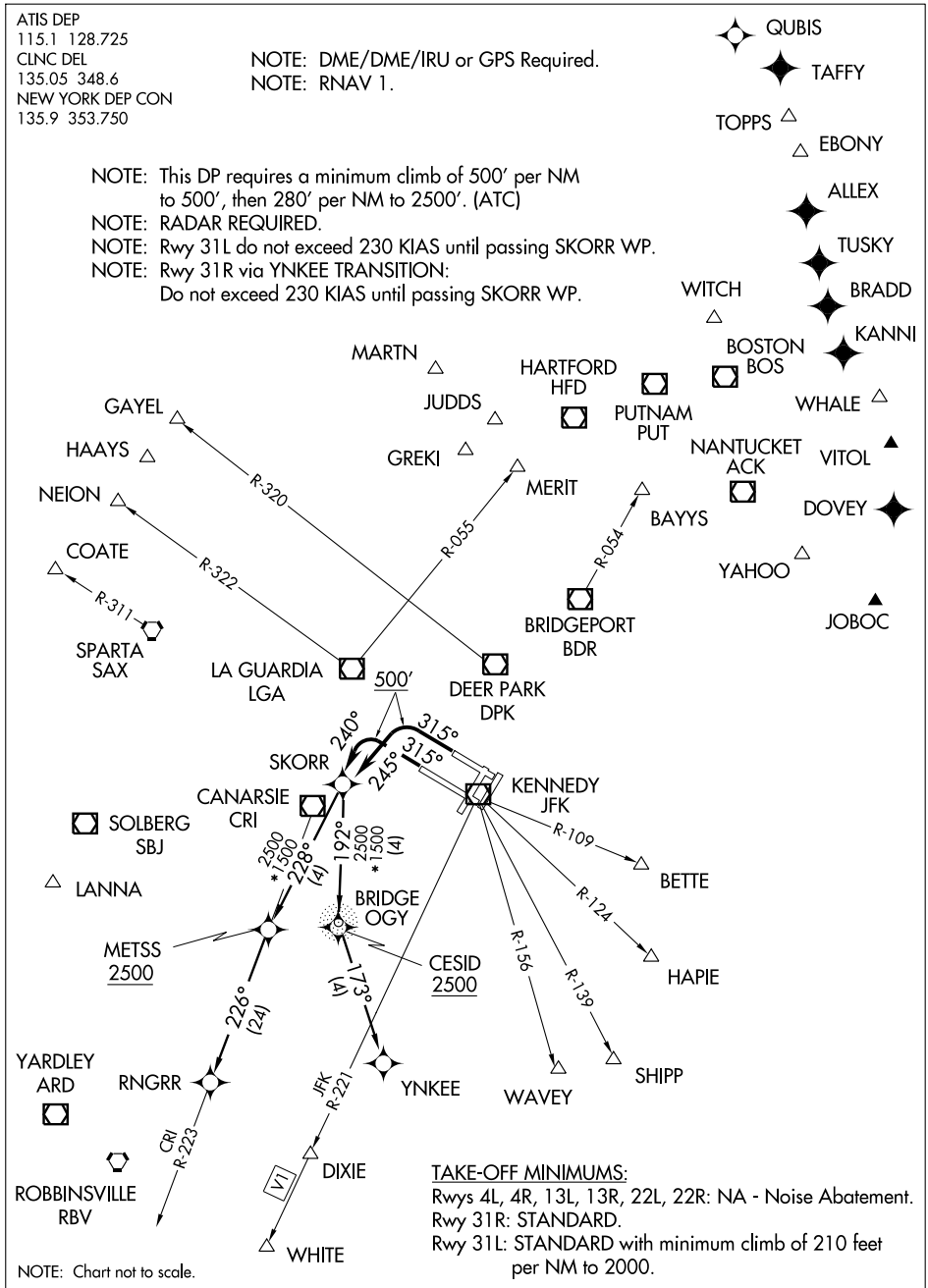
# SKORR ONE DEPARTURE (RNAV)



ATIS DEP
115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

NOTE: This DP requires a minimum climb of 500′ per NM to 500′, then 280′ per NM to 2500′. (ATC)
NOTE: RADAR REQUIRED.
NOTE: Rwy 31L do not exceed 230 KIAS until passing SKORR WP.
NOTE: Rwy 31R via YNKEE TRANSITION:
Do not exceed 230 KIAS until passing SKORR WP.




TAKE-OFF MINIMUMS:
Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.
Rwy 31R: STANDARD.
Rwy 31L: STANDARD with minimum climb of 210 feet per NM to 2000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31R: Climb via 315° heading to at or above 500 feet, then via 245° course to SKORR WP. Thence . . . .

TAKE-OFF RUNWAY 31L: Climb via 315° heading to at or above 500 feet, then via 240° course to SKORR WP. Thence . . . .

. . . . Maintain 5000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR1.RNGRR): Cross METSS WP at or above 2500'.
YNKEE TRANSITION (SKORR1.YNKEE): Cross CESID WP at or above 2500'.

TAKE-OFF OBSTACLES
Rwy 31L: Tree 2,075 feet from DER, 435 feet left of centerline, 79' AGL/91' MSL. Bush 256 feet from DER, 529 feet left of centerline, 13' AGL/25' MSL. Terrain 381 feet left of DER, 0' AGL/14' MSL.

Rwy 31R: Approach light 189 feet from DER, 8 feet right of centerline, 5' AGL/18' MSL. Light pole 713 feet from DER, 14 feet left of centerline, 18' AGL/31' MSL. Multiple fence and light poles from 409 feet to 624 feet from DER, right of centerline from 10' AGL/23' MSL to 30' AGL/43' MSL. Multiple light poles and tree 281 feet to 1,641 feet from DER, left of centerline from 13' AGL/26' MSL to 54' AGL/67' MSL.

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.
...HAPIE expect radar vectors to HAPIE direct YAHOO.
...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and SOUTH expect direct BOS VOR/DME direct.

NE-2, 08 APR 2010 to 06 MAY 2010

| VOR/DME JFK | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 115.9 | 232° | TDZE | 13 |
| Chan 106 | | Apt Elev | 13 |

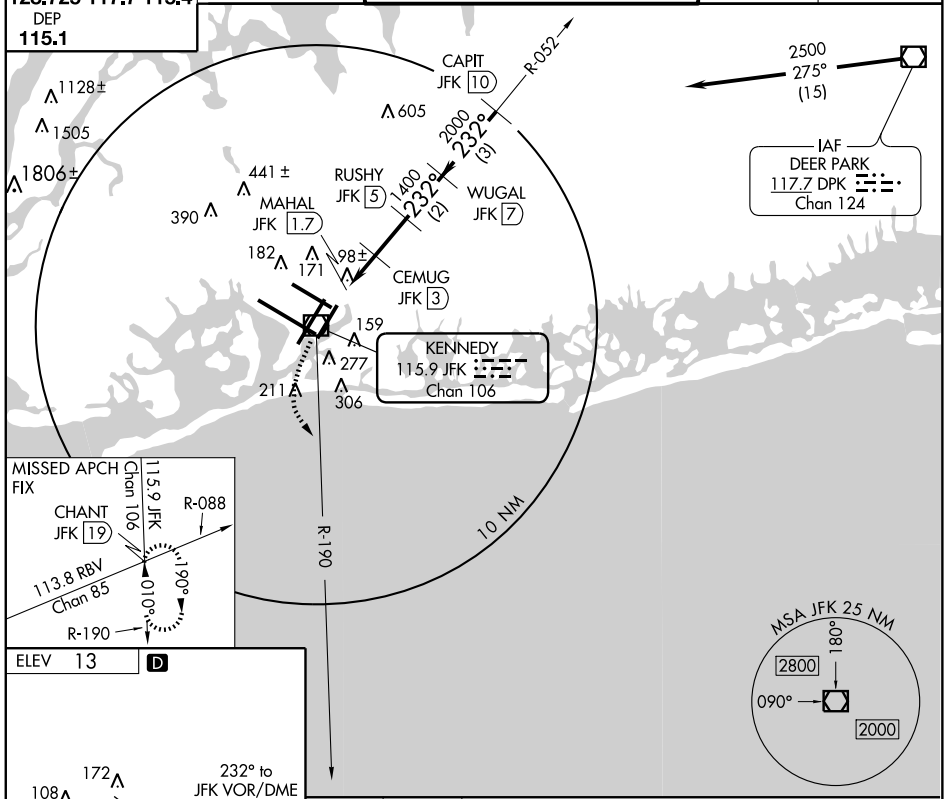
# VOR/DME RWY 22L

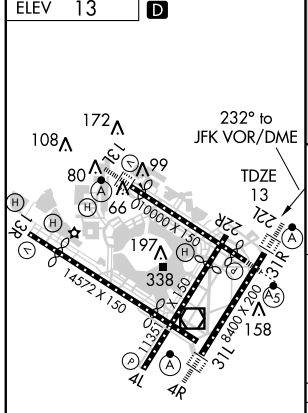
NEW YORK / JOHN F. KENNEDY INTL (JFK)

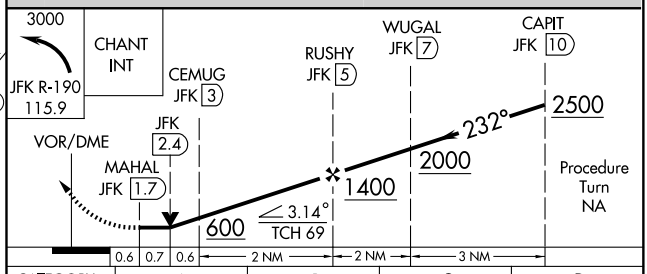
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) 128.725 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| DEP 115.1 | | Rwys 4L/22R and 13R/31L 123.9 281.55 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22L | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

REIL Rwy 4L
HIRL Rwys 4L-22R
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 08 APR 2010 to 06 MAY 2010

# VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

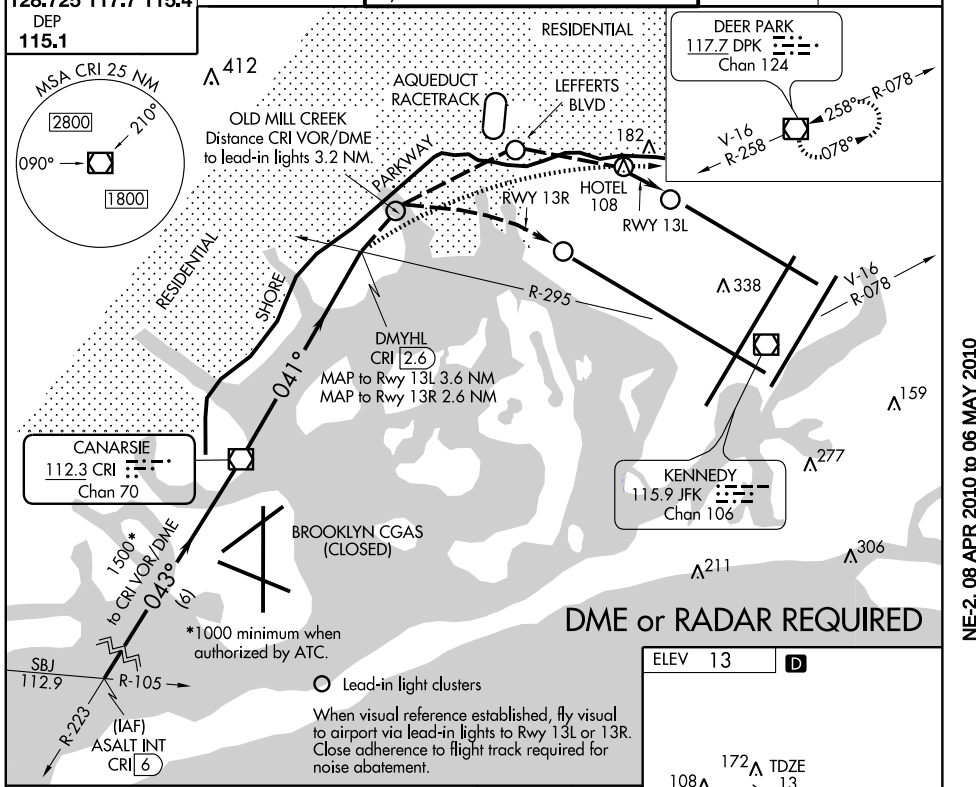
| VOR/DME CRI | APP CRS | Rwy Idg 13R | 11966 |
|---|---|---|---|
| 112.3 | 041° | 13L | 9095 |
| Chan 70 | | TDZE | 13 |
| | | Apt Elev | 13 |

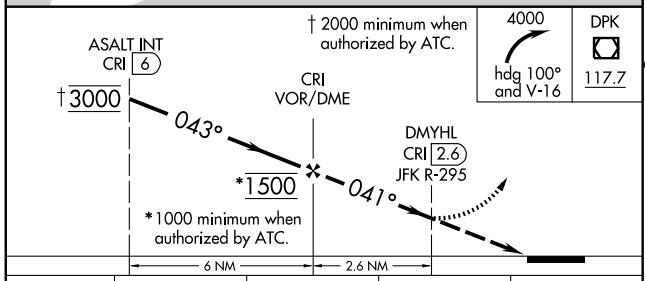
For inoperative LDIN, procedure not authorized.

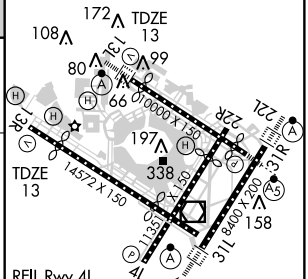
Rwy13L ALSF-2 (A)

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




REIL Rwy 4L
HIRL Rwys 4L-22R
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LDIN-13L | 800-2 787 (800-2) | | 800-2 ¼ 787 (800-2 ¼) | 800-2 ½ 787 (800-2 ½) |
| LDIN-13R | 800-2 787 (800-2) | | 800-2 ¼ 787 (800-2 ¼) | 800-2 ½ 787 (800-2 ½) |

FAF to MAP 2.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

NE-2. 08 APR 2010 to 06 MAY 2010

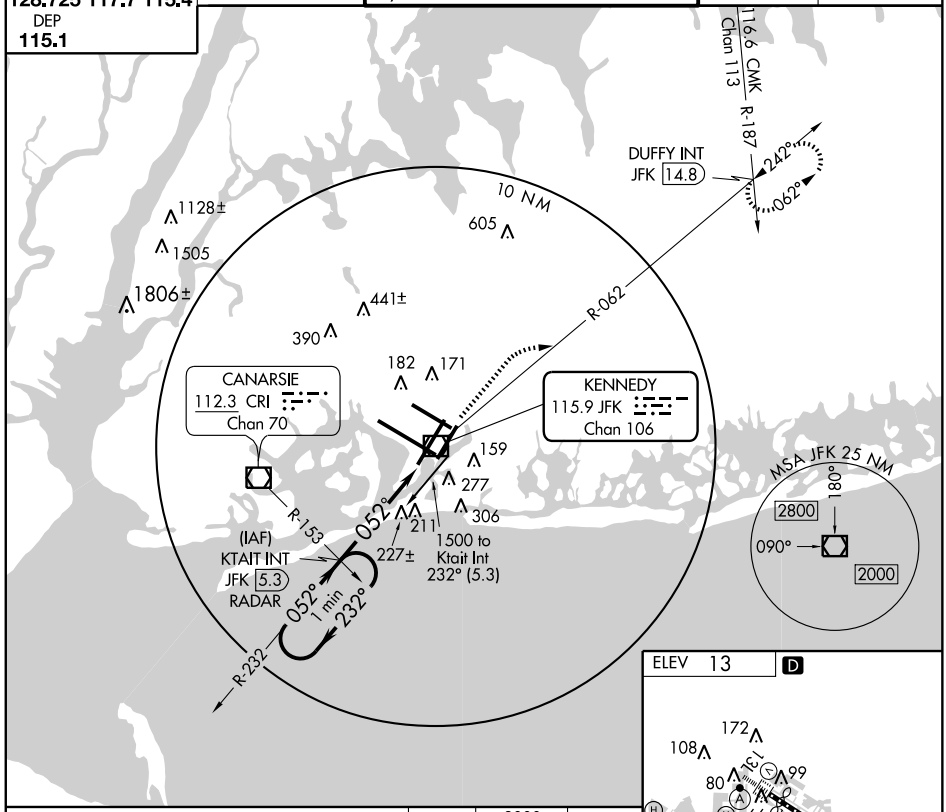
| VOR/DME JFK | APP CRS | Rwy Idg | 11351 |
|---|---|---|---|
| 115.9 Chan 106 | 052° | TDZE | 12 |
| | | Apt Elev | 13 |

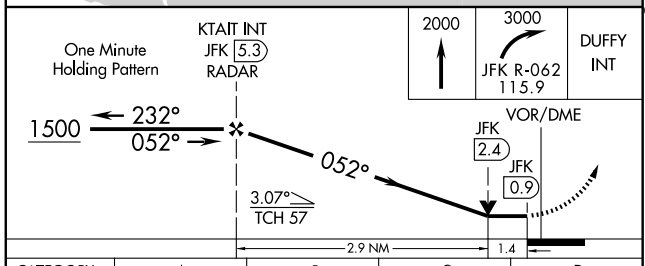
# VOR RWY 4L

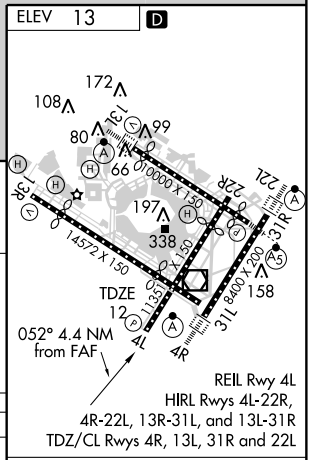
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

| ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4L | 540/50 | 528 (600-1) | 540-1½ 528 (600-1½) | 540-1¾ 528 (600-1¾) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME JFK | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 115.9 Chan 106 | 028° | TDZE | 13 |
| | | Apt Elev | 13 |

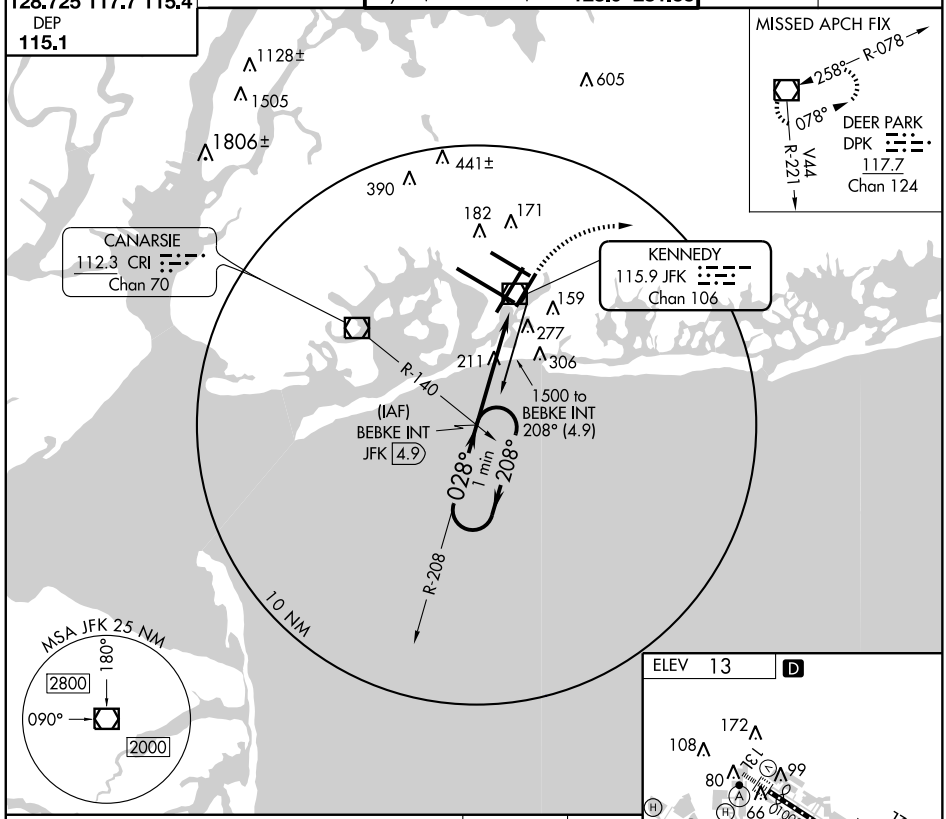
# VOR RWY 4R

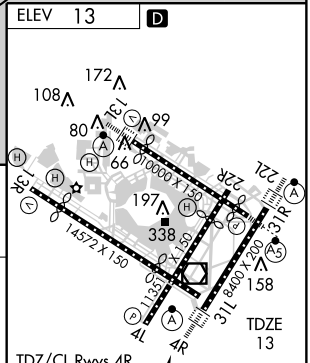
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

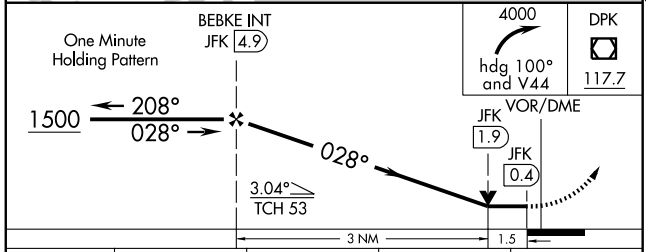
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

028° 4.4 NM from FAF




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4R | 540/24 | 527 (600-½) | 540/50 527 (600-1) | 540/60 527 (600-1¼) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2. 08 APR 2010 to 06 MAY 2010

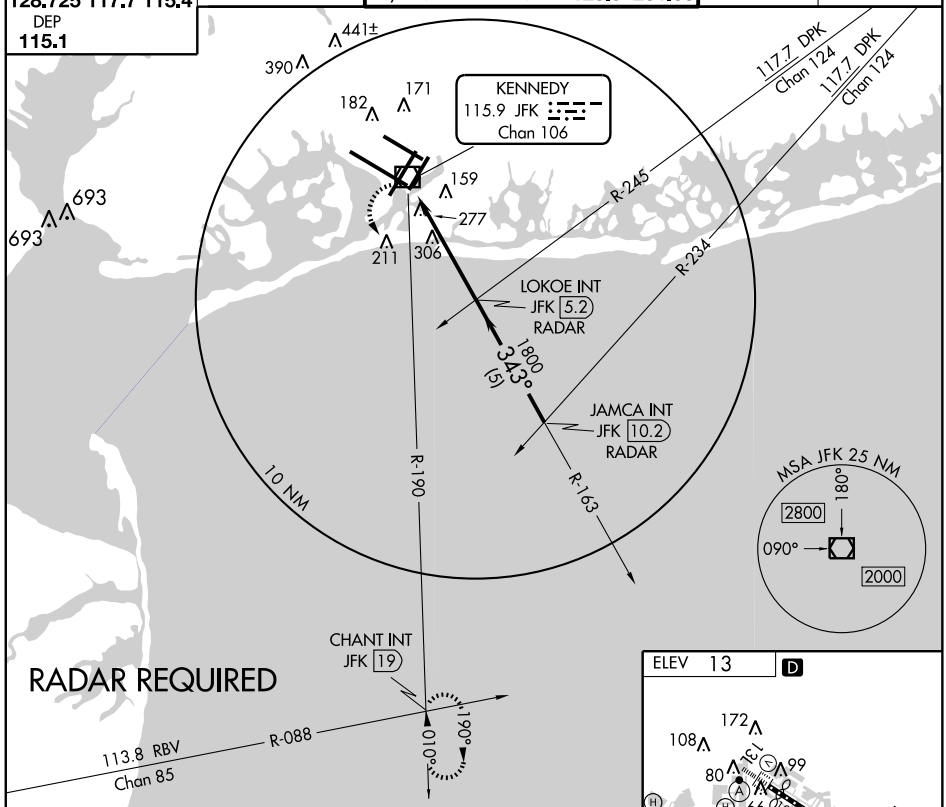
| VOR/DME JFK | APP CRS | Rwy Idg | 11248 |
|---|---|---|---|
| 115.9 | 343° | TDZE | 13 |
| Chan 106 | | Apt Elev | 13 |

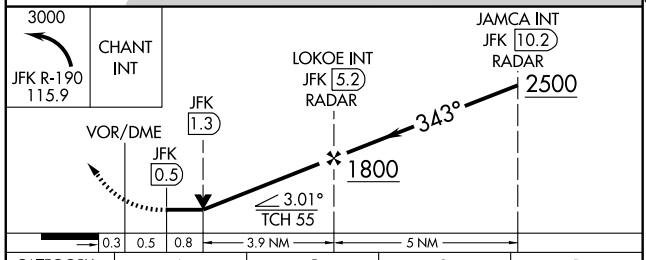
# VOR RWY 31L

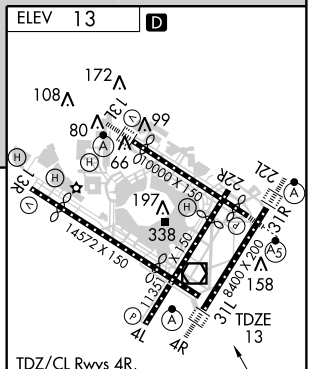
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

| ATIS | | | NEW YORK APP CON | KENNEDY TOWER | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|
| ARR | (NE) | (SW) | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| 128.725 | 117.7 | 115.4 | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |
| DEP 115.1 | | | | | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 560/50 547 (600-1) | | 560-1½ 547 (600-1½) | 560-1¾ 547 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

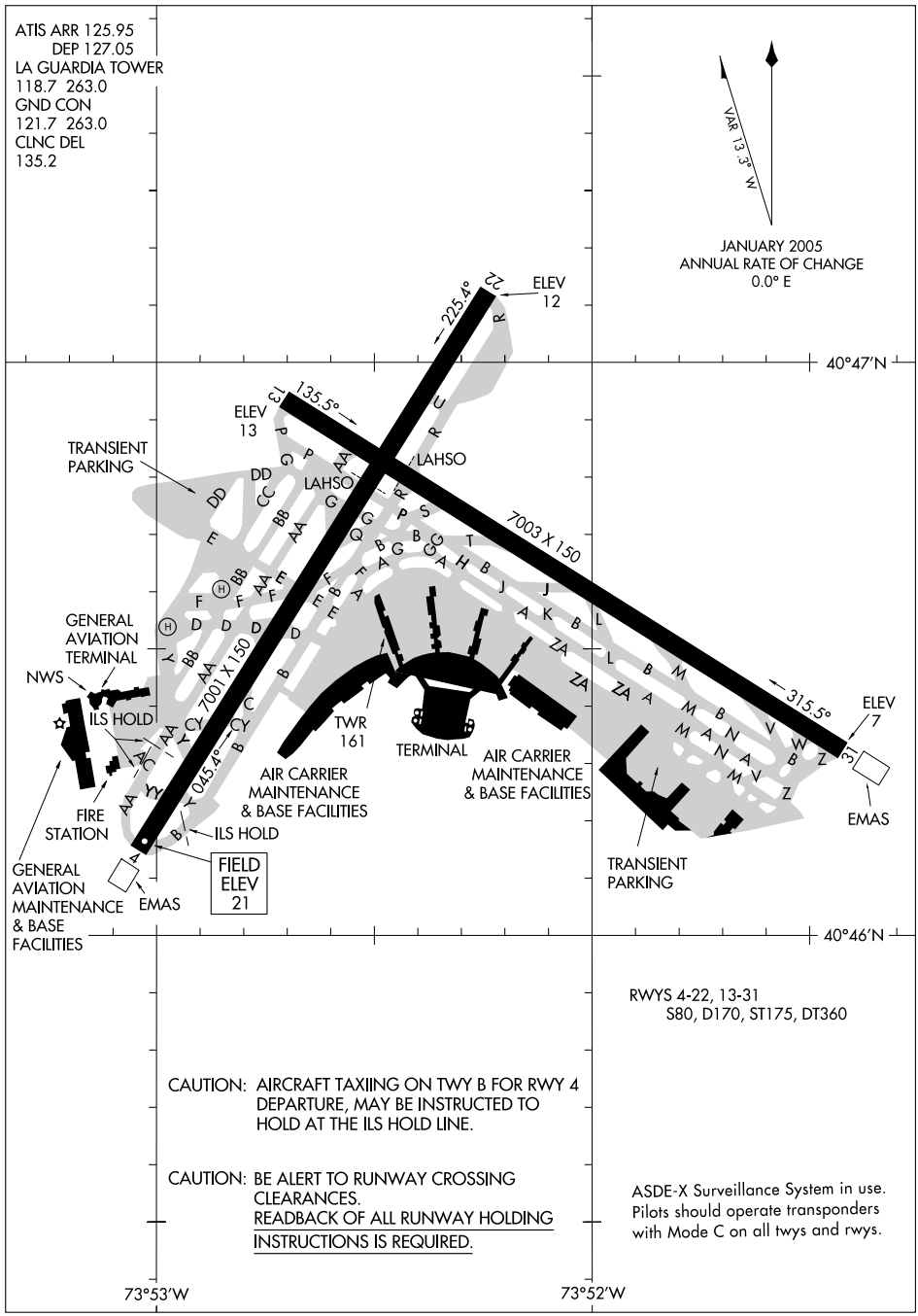
NE-2. 08 APR 2010 to 06 MAY 2010

10042

# AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 14 |
| | | Apt Elev | 22 |

# COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

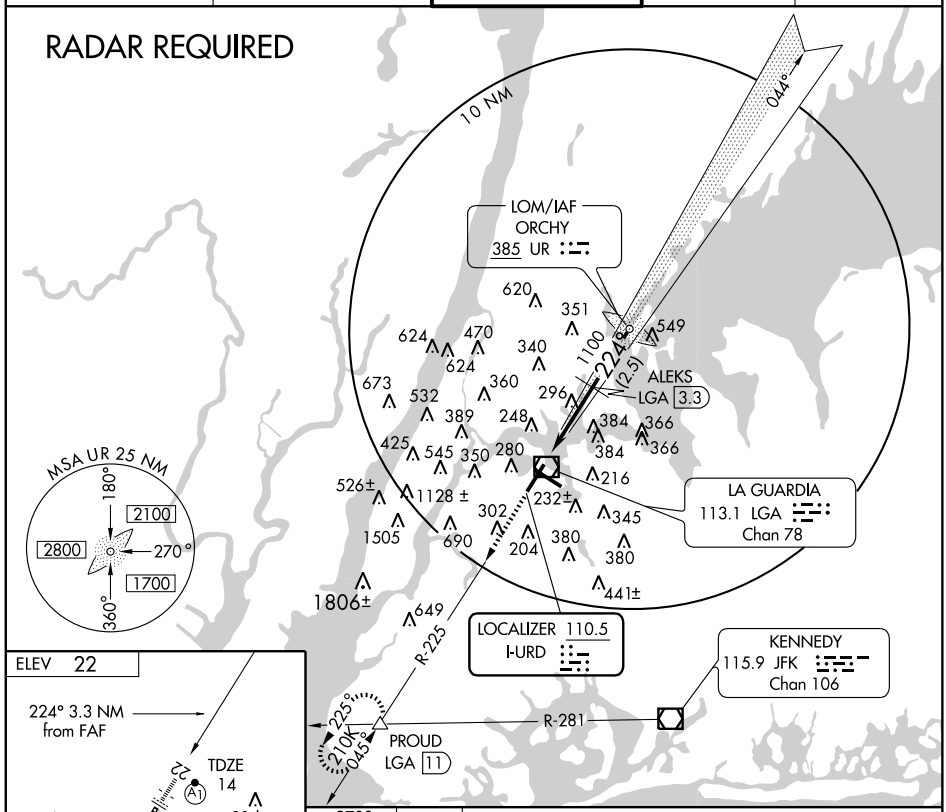
NA

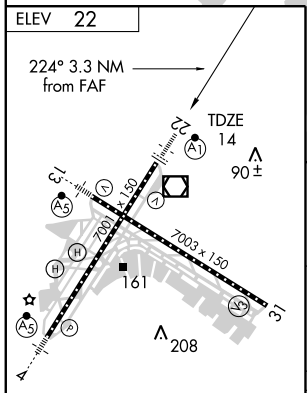
ALSF-1

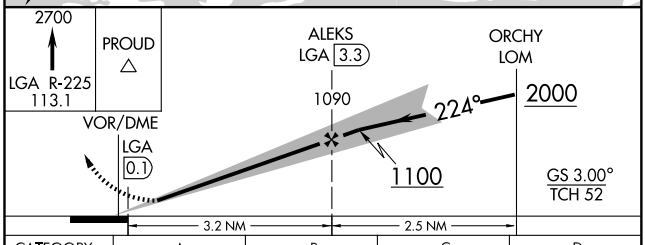
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| H-ILS 22 | 214/12<br>200 (200-¼) | NA | | |
| H-LOC 22 | 620/12<br>606 (700-¼) | NA | | |
| CIRCLING | NA | | | |

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 250° | TDZE | N/A |
| | Apt Elev | 22 |

# COPTER RNAV (GPS) 250°

NEW YORK/ LA GUARDIA (LGA)

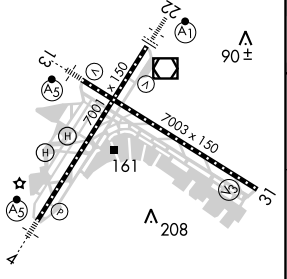
NA — Use La Guardia altimeter setting.

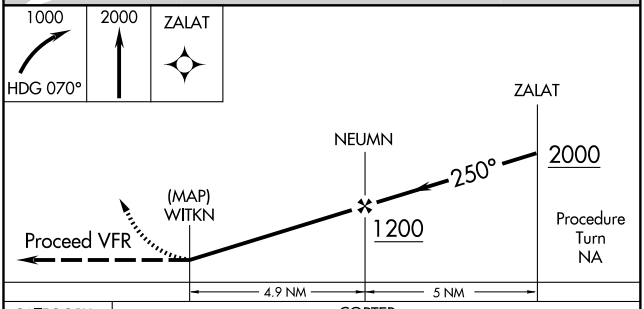
MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

| ATIS ARR 125.95<br>ATIS DEP 127.05 | NEW YORK APP CON<br>120.8 263.0 | LA GUARDIA TOWER<br>118.7 263.0 | GND CON<br>121.7 263.0 | CLNC DEL<br>135.2 |
|---|---|---|---|---|

(IAF) YORCI
2000
162° (4.6)
4 NM
250°
070°
ZALAT
(IAF) ODALE
1200
250°
(5)
2000
288° (3.3)
Limit final and missed approach maximum airspeed to 70 KIAS.
(FAF) NEUMN
(MAP) WITKN
257° (13.8)
549
620
624
470
624
340
360
296
384
673
532
389
248
425
545
350
280
246°
(7.8)
234°
(4.1)
366
Throgs Neck Bridge
Port Authority-West 30th Street Midtown 7
1128±
526±
251°
(12.7)
La Guardia Airport 22
232±
345
216
1505
690
302
204
380
380
East 34th Street 10
246°
(15.5)
1806±
441±
649
Port-Authority Downtown-Manhattan /Wall Street 7
Helicopters destined to a New York City Heliport should proceed VFR via the South stanchion of the Throgs Neck Bridge and request appropriate clearance from La Guardia Air Traffic Control.
MSA WITKN 25 NM
2800

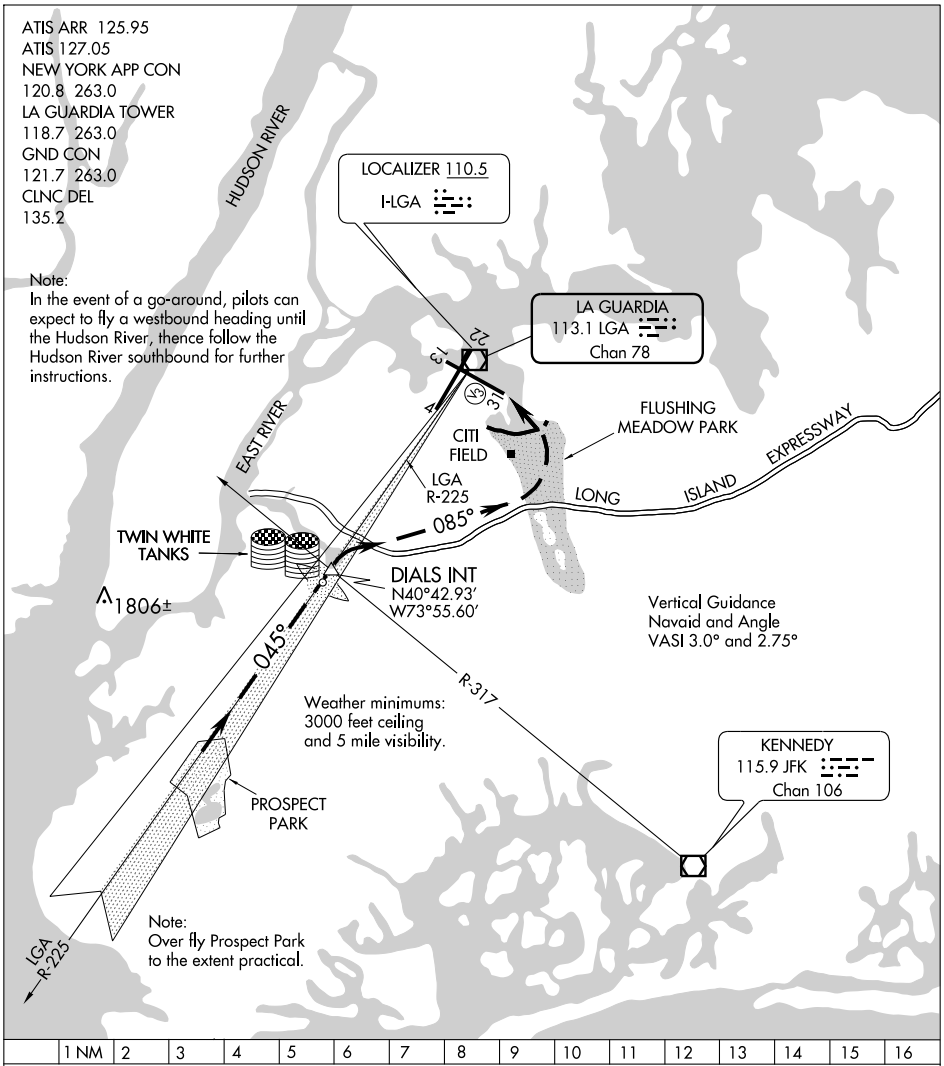
ELEV 22



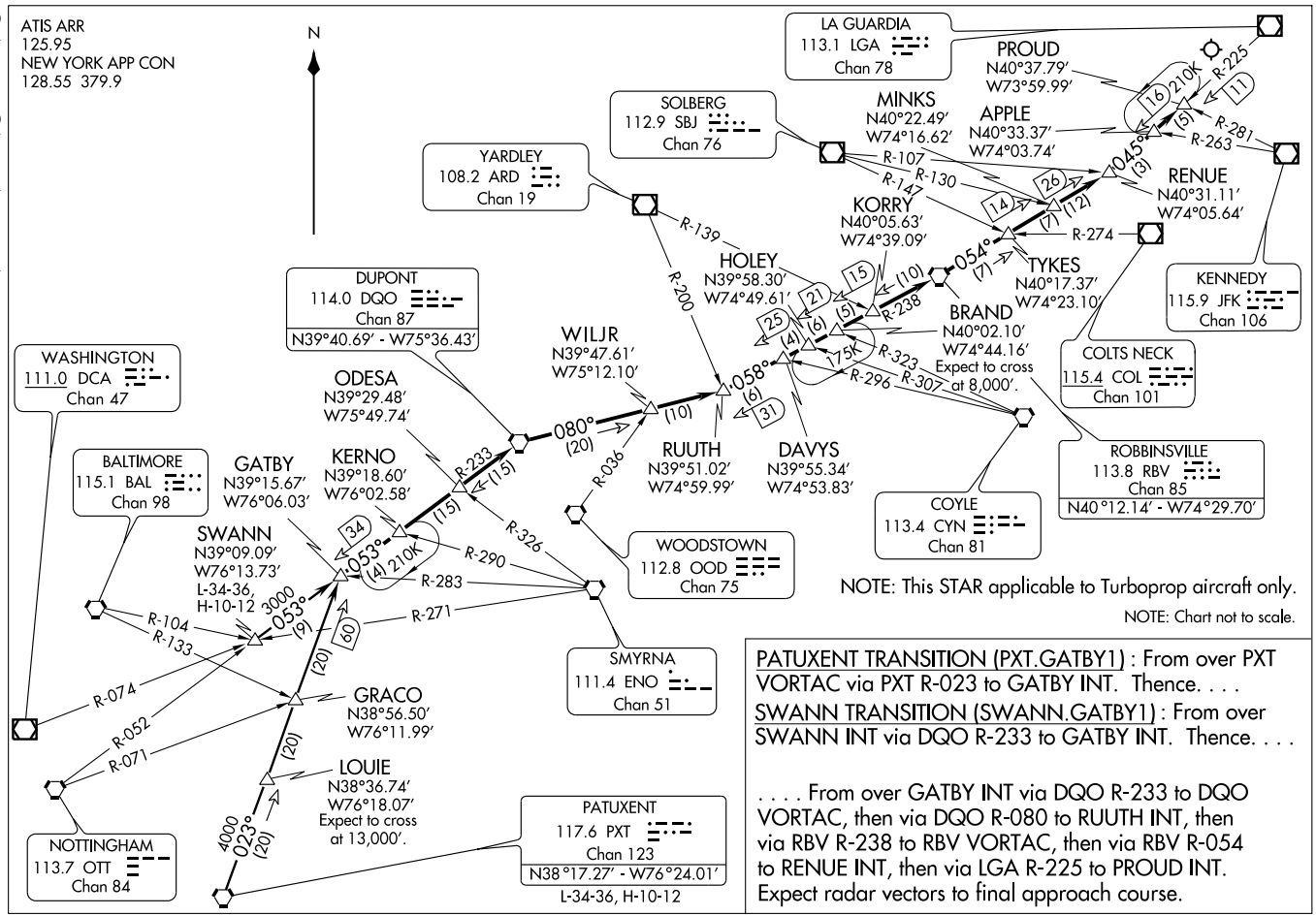

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| CATEGORY | COPTER |
|---|---|
| H-250° | 480-¾ 351 (400-¾) |
| CIRCLING | NA |




## EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.




# (GATBY.GATBY1) 09351
# GATBY ONE ARRIVAL

ST-289 (FAA)

LA GUARDIA
NEW YORK, NEW YORK

# GLDMN ONE DEPARTURE (RNAV)



ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 494′ per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.

NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing GLDMN.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to GLDMN, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

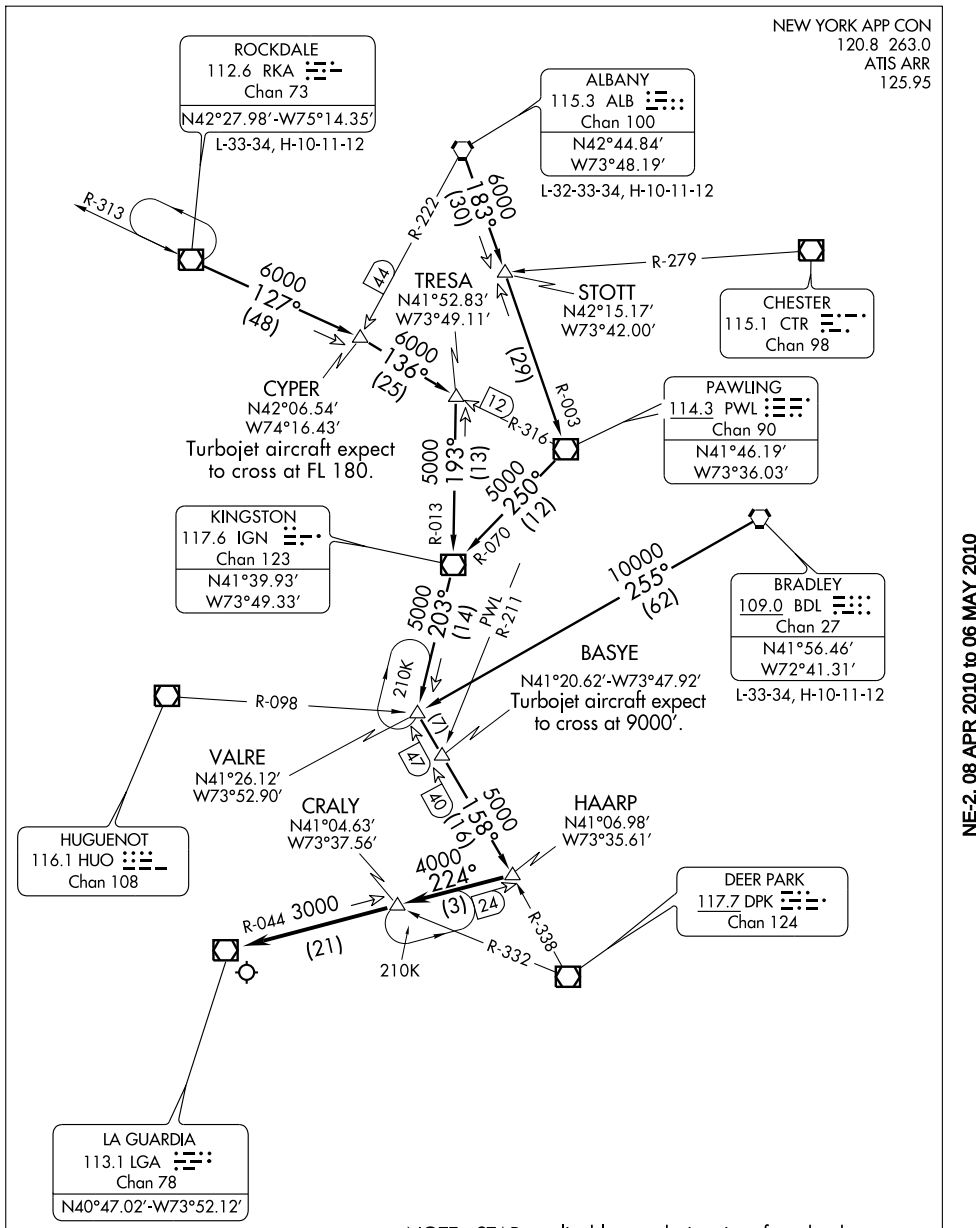
BIGGY TRANSITION (GLDMN1.BIGGY):
COATE TRANSITION (GLDMN1.COATE):
ELIOT TRANSITION (GLDMN1.ELIOT):
GAYEL TRANSITION (GLDMN1.GAYEL):
HAAYS TRANSITION (GLDMN1.HAAYS):
LANNA TRANSITION (GLDMN1.LANNA):
NEION TRANSITION (GLDMN1.NEION):
PARKE TRANSITION (GLDMN1.PARKE):

GAYEL
HAAYS
14000 *3900 332° (20)
14000 *3600 351° (22)
NEION
14000 *3900 310° (21)
COATE
14000 *2700 292° (24)
GRYDE
BMACK
14000 *2600 275° (40)
7000 *2100 327° (12)
7000 *2600 348° (24)
ELIOT
14000 *2500 263° (39)
MUNNZ
7000 *2000 286° (7)
PARKE
14000 *2200 263° (38)
TRMBL
317° (6) 7000 *2600
LANNA
14000 *2000 250° (39)
BIGGY
TRISK
7000
4000
Do not exceed 220 KIAS until passing TRISK.
134°
185°
KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE
248° (3)
301° (4)
GLDMN
10000
6000
Do not exceed 230 KIAS until passing GLDMN
SHIPP
DIXIE
WAVEY
WHITE

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

N
NOT TO SCALE
NOTE: Chart not to scale.

# HAARP ONE ARRIVAL




NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-LGA | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 044° | TDZE | 21 |
| | | Apt Elev | 21 |

# ILS or LOC RWY 4

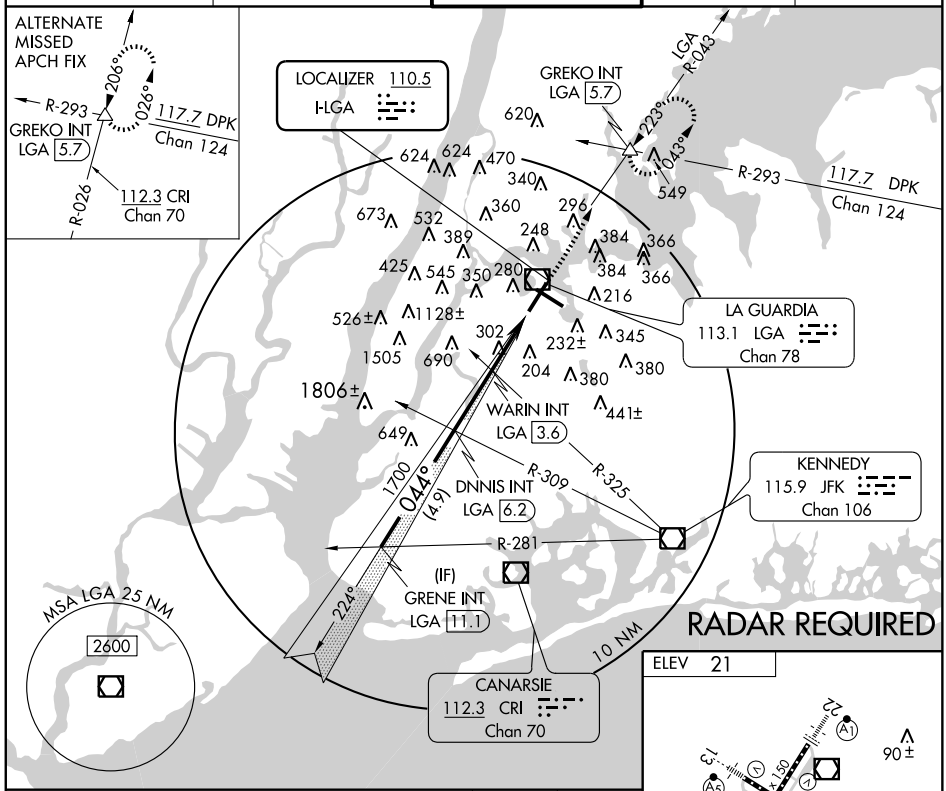
NEW YORK/LA GUARDIA (LGA)

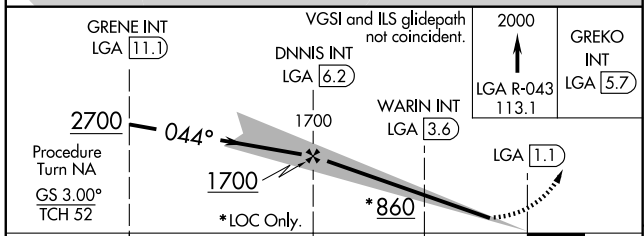
When VGSI inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

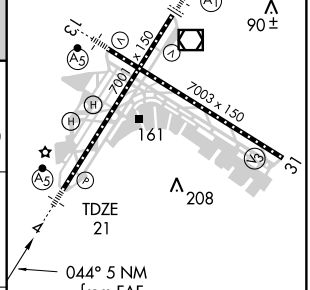
MALSR

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO Int/LGA 5.7 DME and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 305/40 | 284 (300-¾) | | |
| S-LOC 4 | 560/40 | 539 (600-¾) | 560/50 539 (600-1) | 560/60 539 (600-1¼) |
| CIRCLING | 640-1 | 619 (700-1) | 640-1¾ 619 (700-1¾) | 700-2¼ 679 (700-2¼) |

FAF to MAP 5.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:02 | 3:22 | 2:31 | 2:01 | 1:41 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-GDI | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 134° | TDZE | 13 |
| Chan 22 | | Apt Elev | 22 |

# ILS or LOC RWY 13

NEW YORK/LA GUARDIA (LGA)

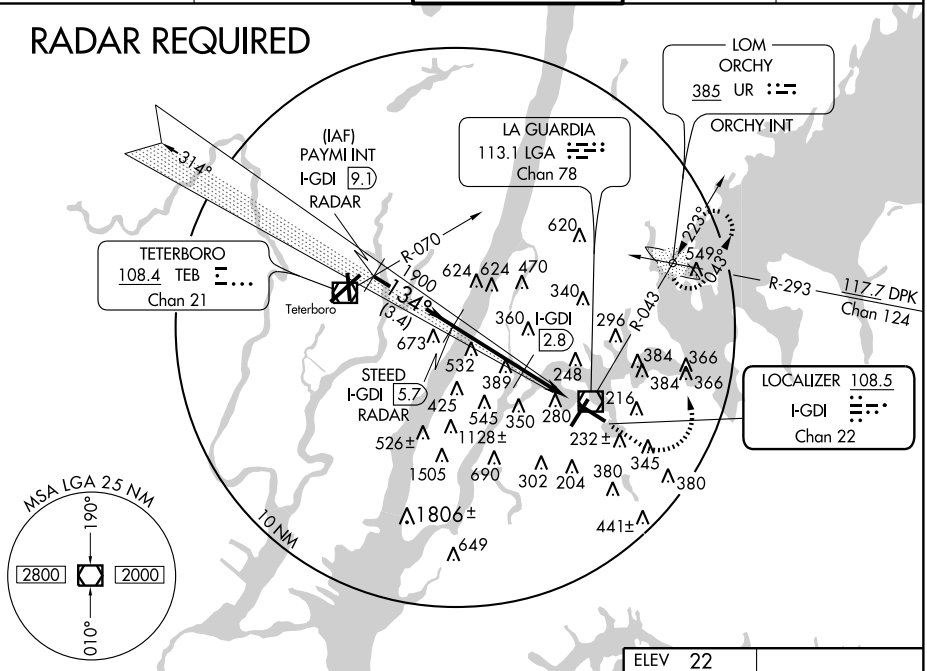
▼ DME or RADAR required.
▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

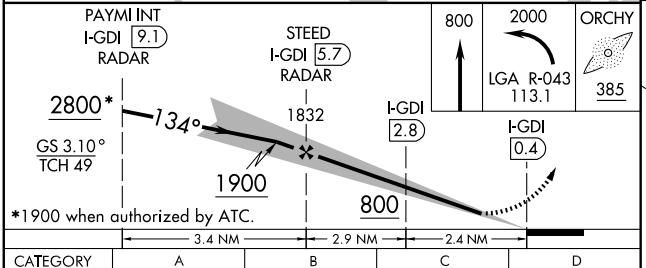
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

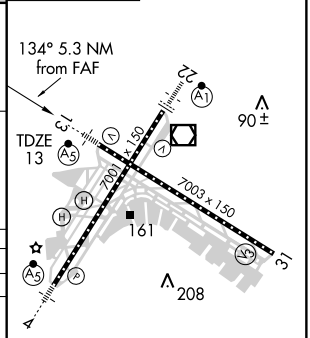
| ATIS ARR | 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ATIS DEP | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | | **213/24 | 200 (200-½) | |
| S-LOC 13 | 800/24 787 (800-½) | 800/40 787 (800-¾) | 800-1¾ 787 (800-1¾) | 800-2 787 (800-2) |
| CIRCLING | 800-1 778 (800-1) | 800-1¼ 778 (800-1¼) | 800-2¼ 778 (800-2¼) | 800-2½ 778 (800-2½) |
| DME MINIMUMS | | | | |
| S-LOC 13 | 500/24 487 (500-½) | | 500/40 487 (500-¾) | 500/50 487 (500-1) |
| CIRCLING | 580-1 558 (600-1) | 600-1 578 (600-1) | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 14 |
| | | Apt Elev | 22 |

# ILS or LOC RWY 22

NEW YORK/LA GUARDIA (LGA)

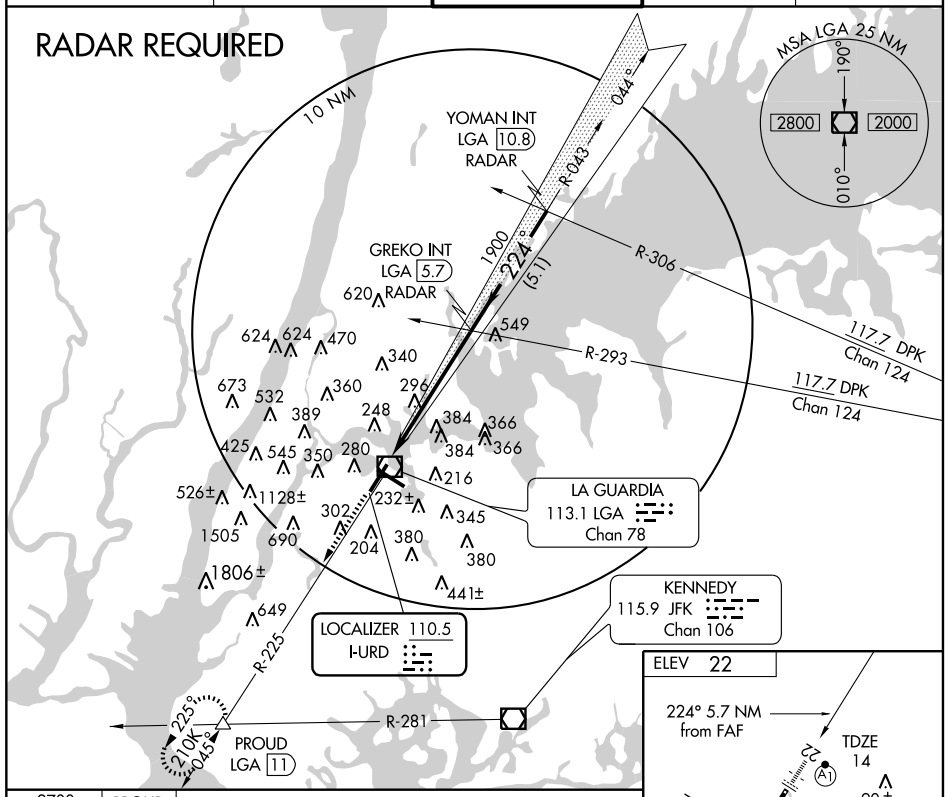
ALSF-1

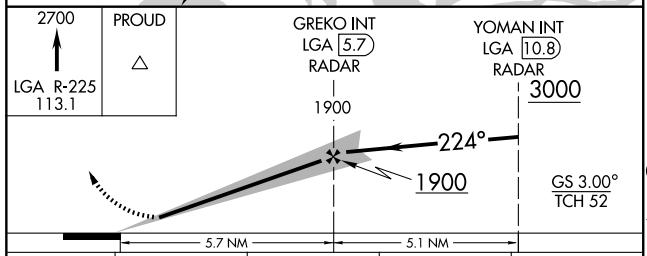
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int/LGA 11 DME and hold.

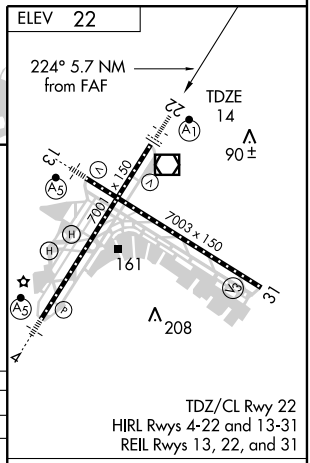
| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED

MSA LGA 25 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 214/18 200 (200-½) | | | |
| S-LOC 22 | 620/24 606 (600-½) | | 620/60 606 (600-1¼) | 620-1½ 606 (600-1½) |
| CIRCLING | 620-1 598 (600-1) | | 620-1¾ 598 (600-1¾) | 700-2¼ 678 (700-2¼) |

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

NE-2. 08 APR 2010 to 06 MAY 2010

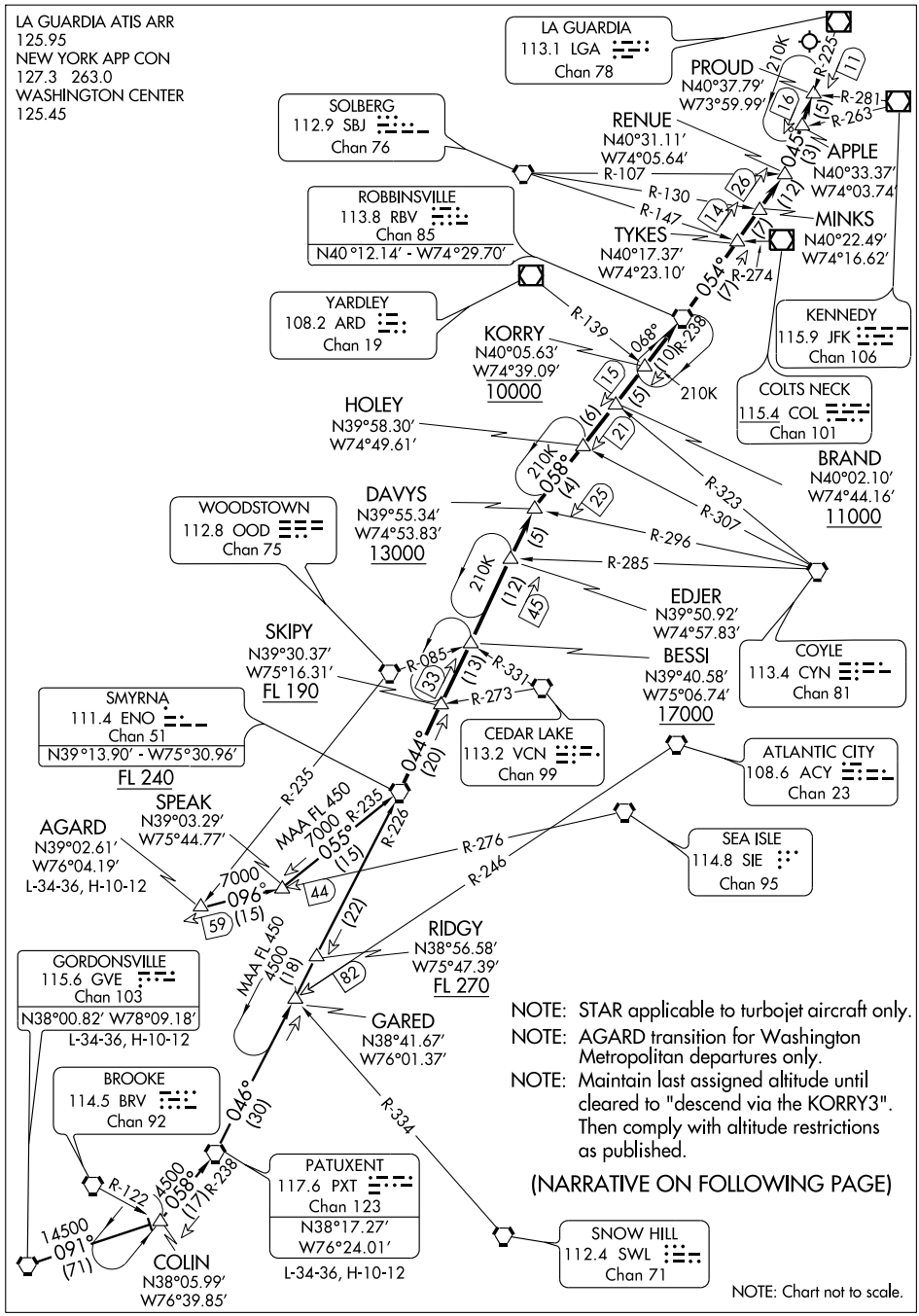
# (ENO.KORRY3) 09295

ST-289 (FAA)

# KORRY THREE ARRIVAL

LA GUARDIA
NEW YORK, NEW YORK

LA GUARDIA ATIS ARR
125.95
NEW YORK APP CON
127.3 263.0
WASHINGTON CENTER
125.45




NOTE: STAR applicable to turbojet aircraft only.

NOTE: AGARD transition for Washington Metropolitan departures only.

NOTE: Maintain last assigned altitude until cleared to "descend via the KORRY3". Then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

# KORRY THREE ARRIVAL (ENO.KORRY3)



## ARRIVAL ROUTE DESCRIPTION

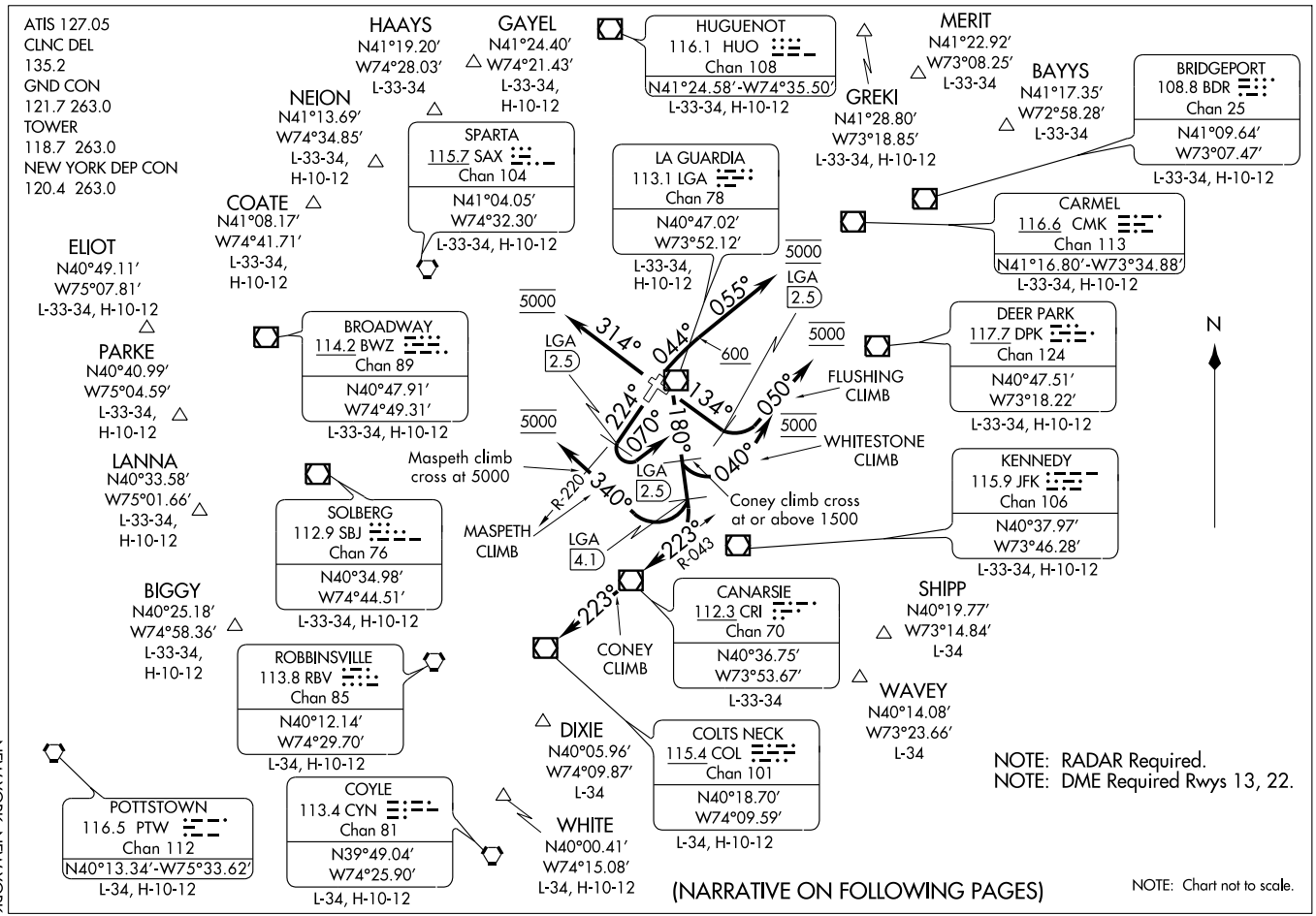
AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010


ATIS 127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0
HAAYS
N41°19.20′
W74°28.03′
L-33-34
GAYEL
N41°24.40′
W74°21.43′
L-33-34,
H-10-12
NEION
N41°13.69′
W74°34.85′
L-33-34,
H-10-12
SPARTA
115.7 SAX
Chan 104
N41°04.05′
W74°32.30′
L-33-34, H-10-12
COATE
N41°08.17′
W74°41.71′
L-33-34,
H-10-12
ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12
PARKE
N40°40.99′
W75°04.59′
L-33-34,
H-10-12
LANNA
N40°33.58′
W75°01.66′
L-33-34,
H-10-12
BIGGY
N40°25.18′
W74°58.36′
L-33-34,
H-10-12
HUGUENOT
116.1 HUO
Chan 108
N41°24.58′-W74°35.50′
L-33-34, H-10-12
MERIT
N41°22.92′
W73°08.25′
L-33-34
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
BAYYS
N41°17.35′
W72°58.28′
L-33-34
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′
W73°07.47′
L-33-34, H-10-12
LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′
W73°52.12′
L-33-34,
H-10-12
CARMEL
116.6 CMK
Chan 113
N41°16.80′-W73°34.88′
L-33-34, H-10-12
BROADWAY
114.2 BWZ
Chan 89
N40°47.91′
W74°49.31′
L-33-34, H-10-12
DEER PARK
117.7 DPK
Chan 124
N40°47.51′
W73°18.22′
L-33-34, H-10-12
KENNEDY
115.9 JFK
Chan 106
N40°37.97′
W73°46.28′
L-33-34, H-10-12
SOLBERG
112.9 SBJ
Chan 76
N40°34.98′
W74°44.51′
L-33-34, H-10-12
ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14′
W74°29.70′
L-34, H-10-12
POTTSTOWN
116.5 PTW
Chan 112
N40°13.34′-W75°33.62′
L-34, H-10-12
COYLE
113.4 CYN
Chan 81
N39°49.04′
W74°25.90′
L-34, H-10-12
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
SHIPP
N40°19.77′
W73°14.84′
L-34
WAVEY
N40°14.08′
W73°23.66′
L-34
DIXIE
N40°05.96′
W74°09.87′
L-34
COLTS NECK
115.4 COL
Chan 101
N40°18.70′
W74°09.59′
L-34, H-10-12
WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12
5000
LGA
2.5
314°
044°
055°
600
224°
070°
180°
134°
050°
040°
340°
R-220
223°
R-043
LGA
4.1
FLUSHING
CLIMB
WHITESTONE
CLIMB
Maspeth climb
cross at 5000
MASPETH
CLIMB
Coney climb cross
at or above 1500
CONEY
CLIMB
N
NOTE: RADAR Required.
NOTE: DME Required Rwys 13, 22.
(NARRATIVE ON FOLLOWING PAGES)
NOTE: Chart not to scale.
(LGA2.LGA) 10042
LA GUARDIA TWO DEPARTURE
SI-289 (FAA)
NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

# LA GUARDIA TWO DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: RWY 31 departures expect turn on course leaving 6000'.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

# LA GUARDIA TWO DEPARTURE

(CONTINUED)

TAKE-OFF OBSTACLES

Rwy 4: Bridge 2.1 NM from DER, 3754′ right of centerline, 345′ AGL/384′ MSL.
Bush and Terrain beginning 99′ from DER, 114′ left of centerline, up to 16′ AGL/33′ MSL.
Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741′ right of centerline, up to 280′ AGL/345′ MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98′ from DER, 168′ left of centerline, up to 211′ AGL/271′ MSL.
Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL.
Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109′ from DER, 138′ right of centerline, up to 222′ AGL/302′ MSL.
Multiple Trees and Buildings beginning 165′ from DER, 150′ left of centerline, up to 72′ AGL/102′ MSL.
Rwy 31: Stack 1.3 NM from DER, 2014′ left of centerline, 250′ AGL/268′ MSL.

TAKE-OFF MINIMUMS:
Rwy 4: 400-2½ or STANDARD with minimum climb of 230′ per NM to 600.
Rwy 13: 400-2¼ or STANDARD with minimum climb of 280′ per NM to 500.
Rwy 22: 300-2¼ or STANDARD with minimum climb of 210′ per NM to 400.
Rwy 31: 300-1½ or STANDARD with minimum climb of 260′ per NM to 400.

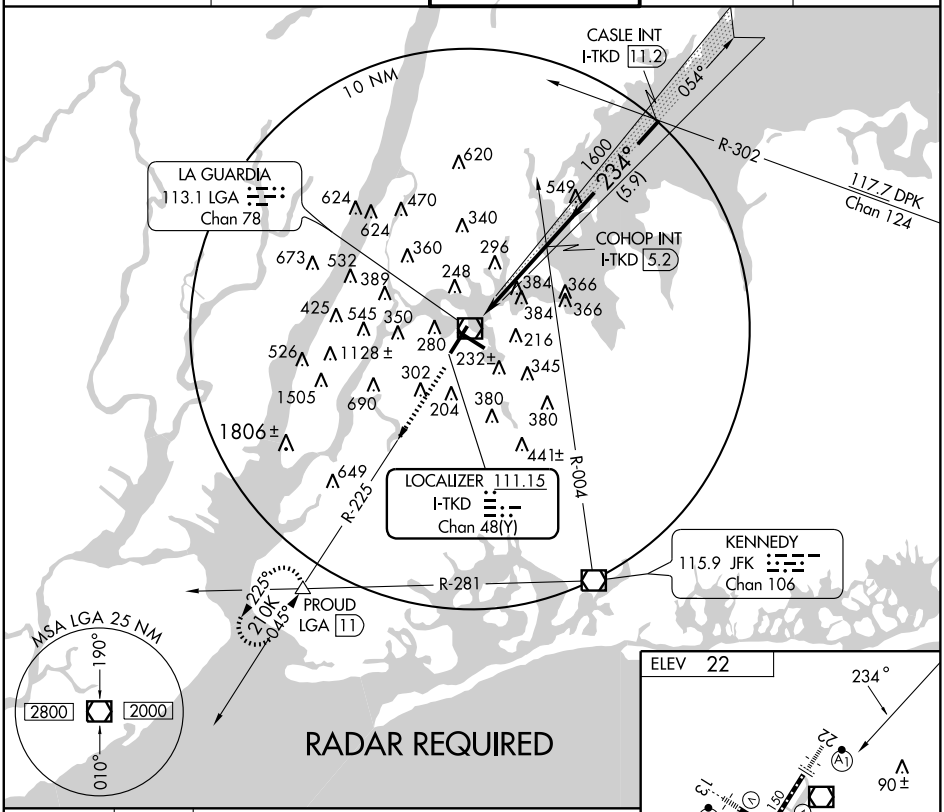
| LOC/DME I-TKD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.15 | 234° | TDZE | N/A |
| Chan 48 (Y) | | Apt Elev | 22 |

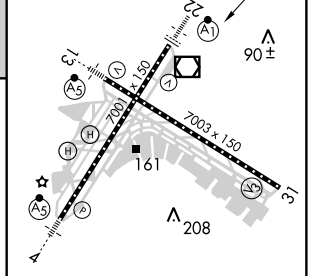
# LDA-A

NEW YORK/LA GUARDIA (LGA)

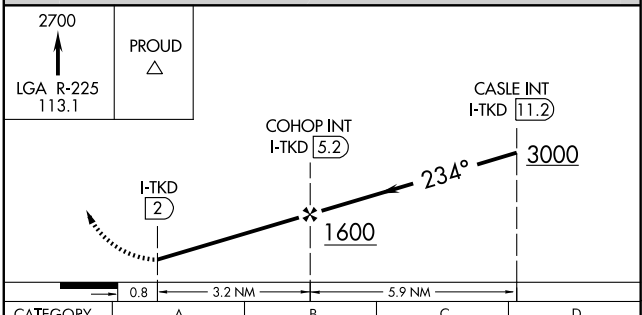
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |

FAF to MAP 3.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

NE-2. 08 APR 2010 to 06 MAY 2010

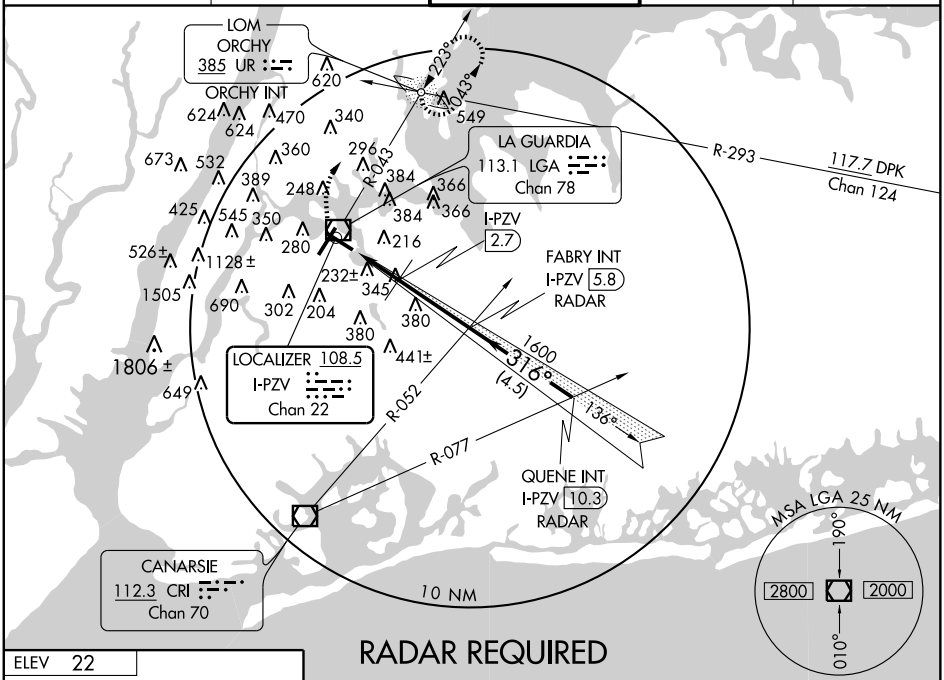
| LOC/DME I-PZV | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 316° | TDZE | 8 |
| Chan 22 | | Apt Elev | 22 |

# LOC RWY 31

## NEW YORK/LA GUARDIA (LGA)

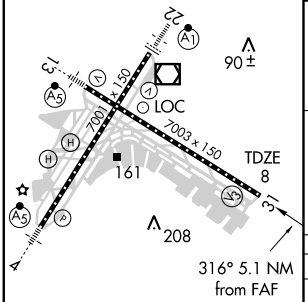
MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |



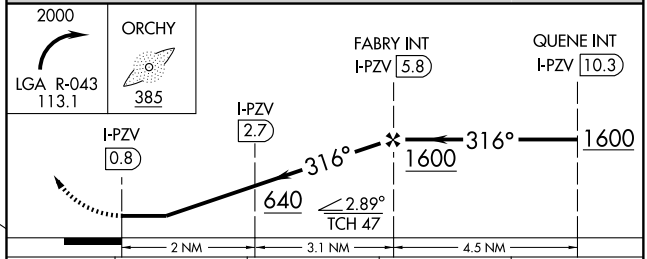

NE-2, 08 APR 2010 to 06 MAY 2010

ELEV 22

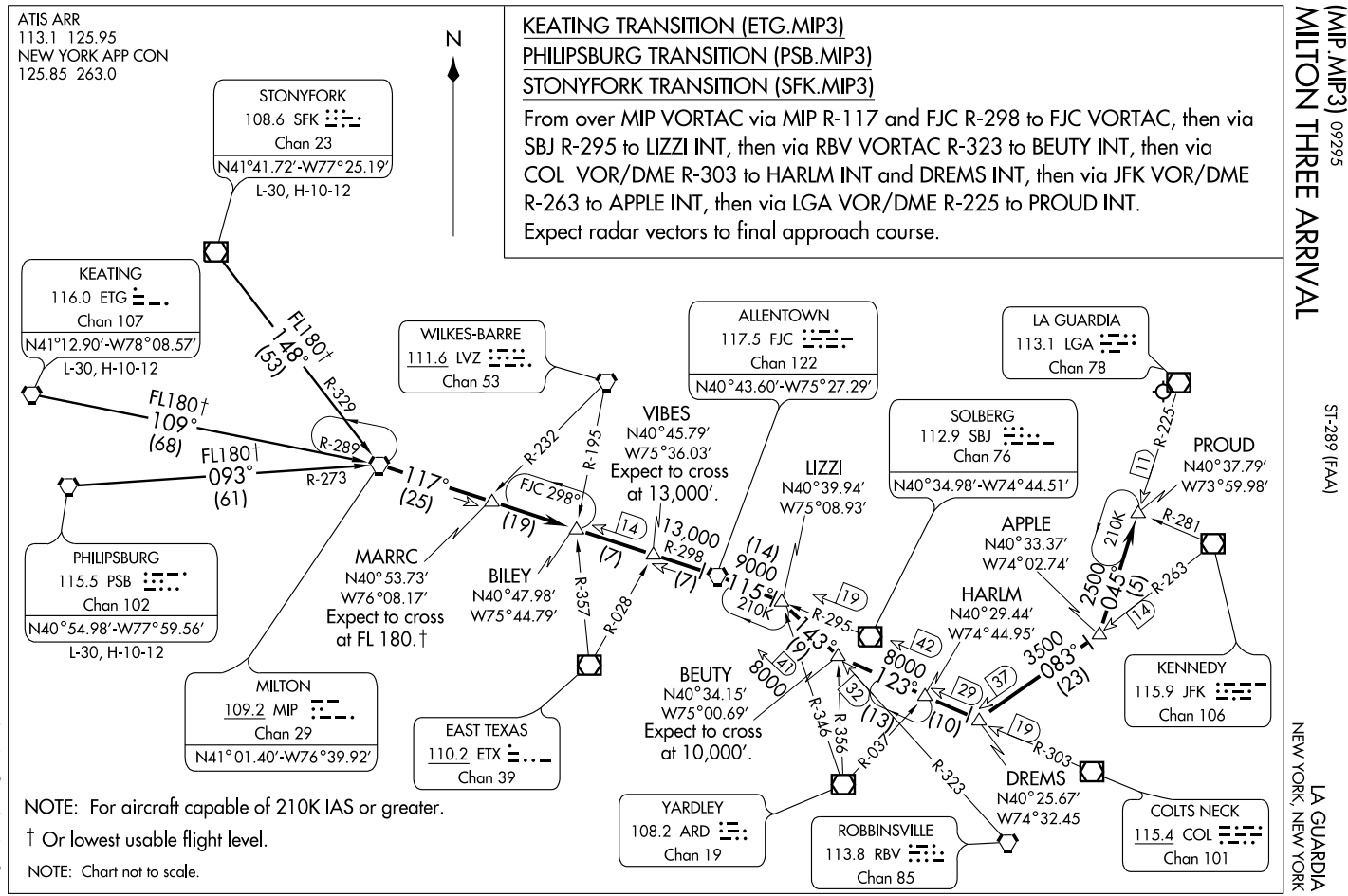



TDZ/CL Rwy 22
REIL Rwys 13, 22 and 31
HIRL Rwys 4-22 and 13-31

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

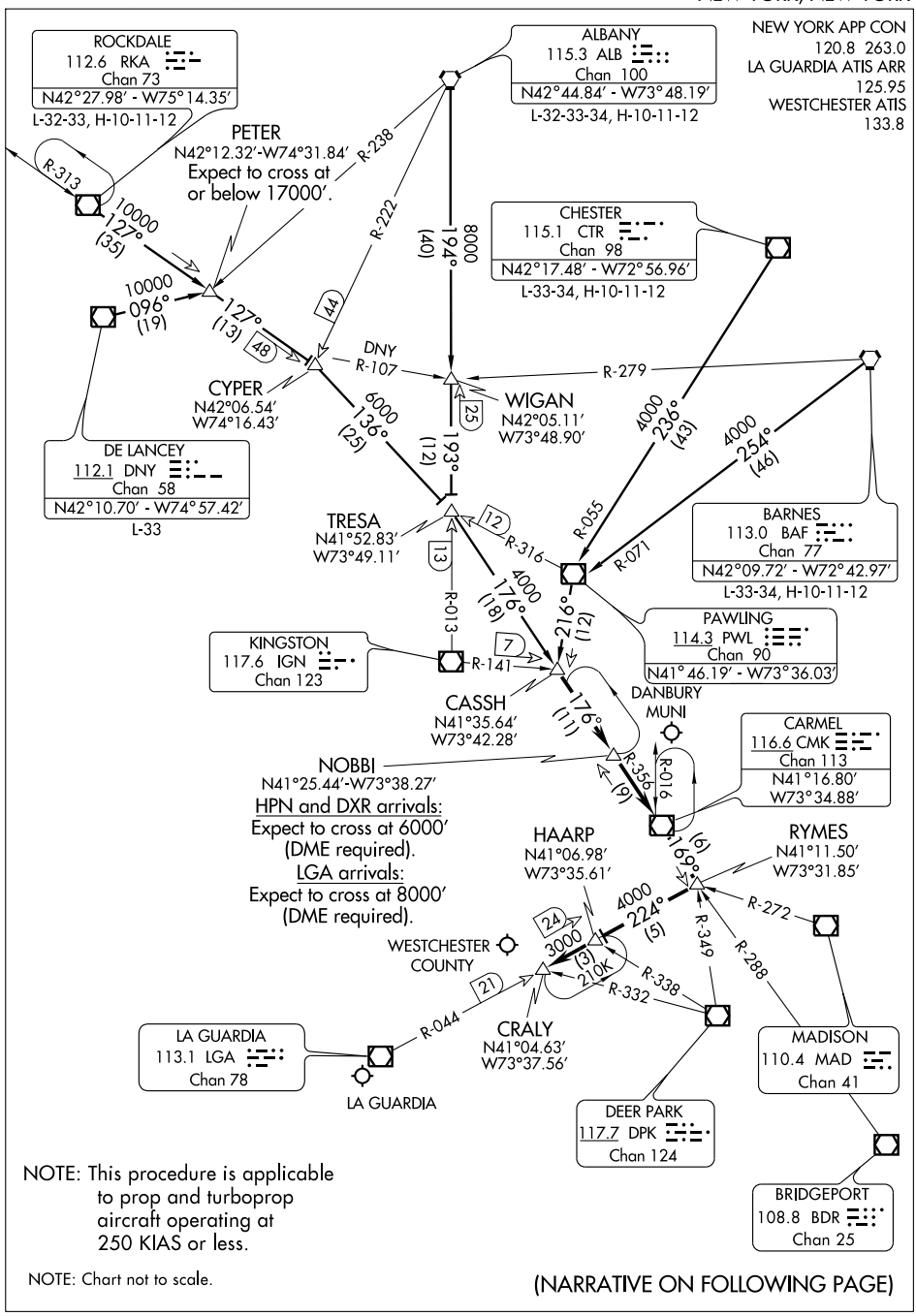



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 640/50 632 (700-1) | | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |
| DME MINIMUMS | | | | |
| S-31 | 600/50 592 (600-1) | | 600-1½ 592 (600-1½) | 600-1¾ 592 (600-1¾) |
| CIRCLING | 600-1 578 (600-1) | | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) |


ATIS ARR
113.1 125.95
NEW YORK APP CON
125.85 263.0
N
KEATING TRANSITION (ETG.MIP3)
PHILIPSBURG TRANSITION (PSB.MIP3)
STONYFORK TRANSITION (SFK.MIP3)
From over MIP VORTAC via MIP R-117 and FJC R-298 to FJC VORTAC, then via SBJ R-295 to LIZZI INT, then via RBV VORTAC R-323 to BEUTY INT, then via COL VOR/DME R-303 to HARLM INT and DREMS INT, then via JFK VOR/DME R-263 to APPLE INT, then via LGA VOR/DME R-225 to PROUD INT.
Expect radar vectors to final approach course.
STONYFORK
108.6 SFK
Chan 23
N41°41.72'-W77°25.19'
L-30, H-10-12
KEATING
116.0 ETG
Chan 107
N41°12.90'-W78°08.57'
L-30, H-10-12
PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98'-W77°59.56'
L-30, H-10-12
MILTON
109.2 MIP
Chan 29
N41°01.40'-W76°39.92'
WILKES-BARRE
111.6 LVZ
Chan 53
EAST TEXAS
110.2 ETX
Chan 39
ALLENTOWN
117.5 FJC
Chan 122
N40°43.60'-W75°27.29'
LA GUARDIA
113.1 LGA
Chan 78
SOLBERG
112.9 SBJ
Chan 76
N40°34.98'-W74°44.51'
YARDLEY
108.2 ARD
Chan 19
ROBBINSVILLE
113.8 RBV
Chan 85
KENNEDY
115.9 JFK
Chan 106
COLTS NECK
115.4 COL
Chan 101
VIBES
N40°45.79'
W75°36.03'
Expect to cross at 13,000'.
LIZZI
N40°39.94'
W75°08.93'
APPLE
N40°33.37'
W74°02.74'
PROUD
N40°37.79'
W73°59.98'
HARLM
N40°29.44'
W74°44.95'
BEUTY
N40°34.15'
W75°00.69'
Expect to cross at 10,000'.
DREMS
N40°25.67'
W74°32.45
MARRC
N40°53.73'
W76°08.17'
Expect to cross at FL 180.†
BILEY
N40°47.98'
W75°44.79'
FL180† 148° (53) R-329
FL180† 109° (68) R-289
FL180† 093° (61) R-273
117° (25)
FJC 298° (19)
R-232
R-195
R-298
13,000
(7)
14
R-357
R-028
9000 115 210K (14)
R-295
19
143° (9)
8000
41
R-346
R-356
R-033
8000 123° (13)
32
42
29
37
(10)
19
R-303
R-323
3500 083° (23)
2500 045° (5)
210K
11
R-225
R-281
R-263
14
NOTE: For aircraft capable of 210K IAS or greater.
† Or lowest usable flight level.
NOTE: Chart not to scale.

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK




NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

# NOBBI FIVE ARRIVAL



## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

# NTHNS ONE DEPARTURE (RNAV)



ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WAVEY/SHIPP departures can expect vectors on course prior to CRI VOR/DME.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 497′ per NM to 6000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

134°
185°
KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE.
198°
(2)
3500
*1500
230°
(5)
NTHNS
7000
3500
Do not exceed 220 KIAS until passing NTHNS.
4500
*1300
224°
(3)
CANARSIE
CRI
METSS
6000
SHIPP
WAVEY
6000
*1600
220°
(11)
WIDJT
7000
*1700
236°
(8)
COLTS NECK
COL
13100
*1700
259°
(17)
ROBBINSVILLE
RBV
13500
*1700
205°
(19)
WHITE

NOTE: Chart not to scale.

## DEPARTURE ROUTE DISCRIPTION

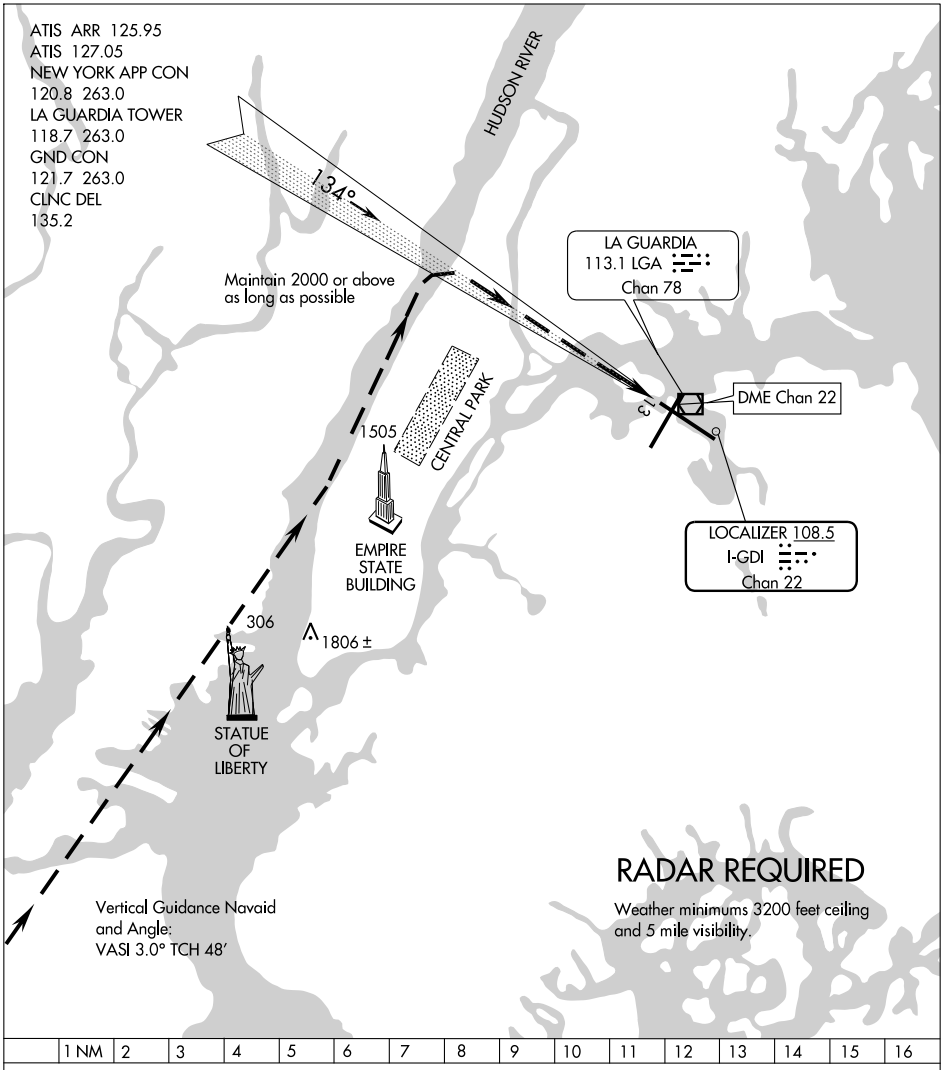
TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to NTHNS, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

ROBBINSVILLE TRANSITION (NTHNS1.RBV):
WHITE TRANSITION (NTHNS1.WHITE):

# RIVER VISUAL RWY 13

AL-289 (FAA)




RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 234° | TDZE | N/A |
| | Apt Elev | 22 |

# RNAV (GPS) -B

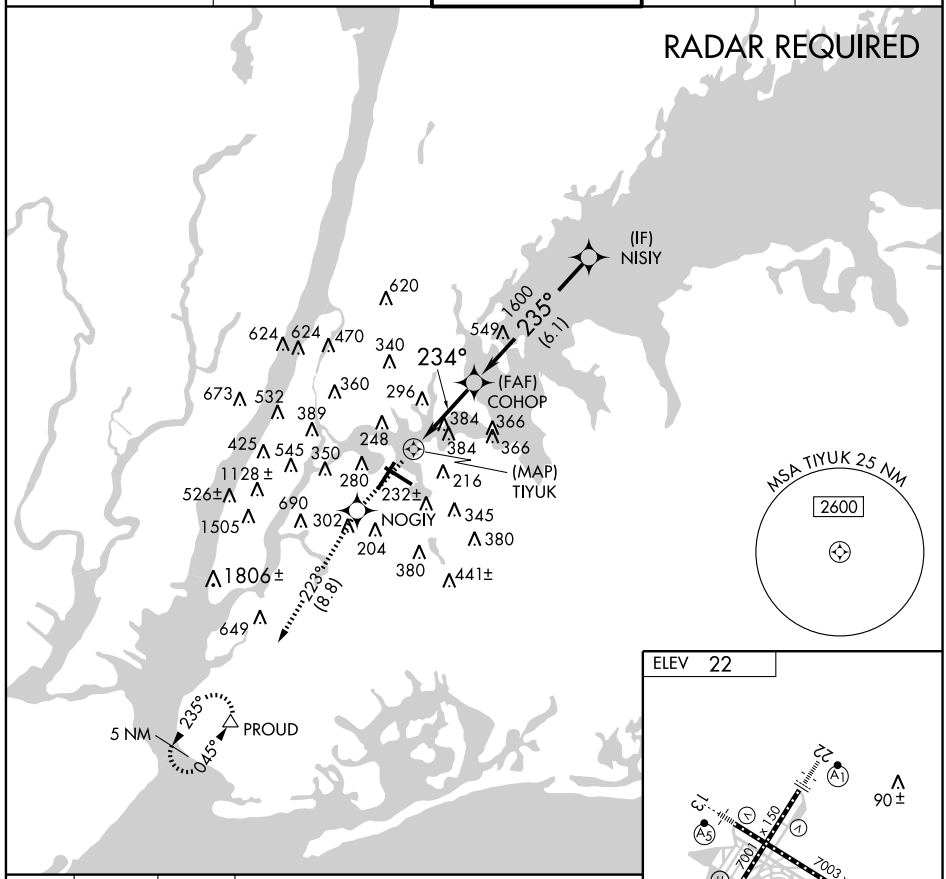
NEW YORK/ LA GUARDIA (LGA)

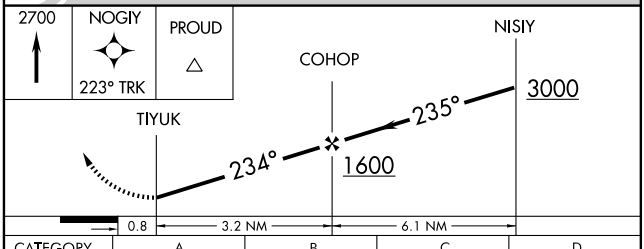
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

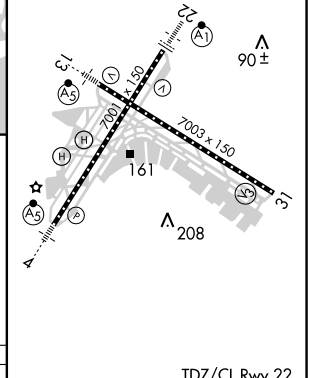
| ATIS ARR 125.95<br>ATIS DEP 127.05 | NEW YORK APP CON<br>120.8 263.0 | LA GUARDIA TOWER<br>118.7 263.0 | GND CON<br>121.7 263.0 | CLNC DEL<br>135.2 |
|---|---|---|---|---|

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 618 (700-1) | | 640-1¾<br>618 (700-1¾) | 700-2¼<br>678 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 65618 W13A | APP CRS 134° | Rwy Idg 7003 TDZE 13 Apt Elev 22 |
|---|---|---|

# RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

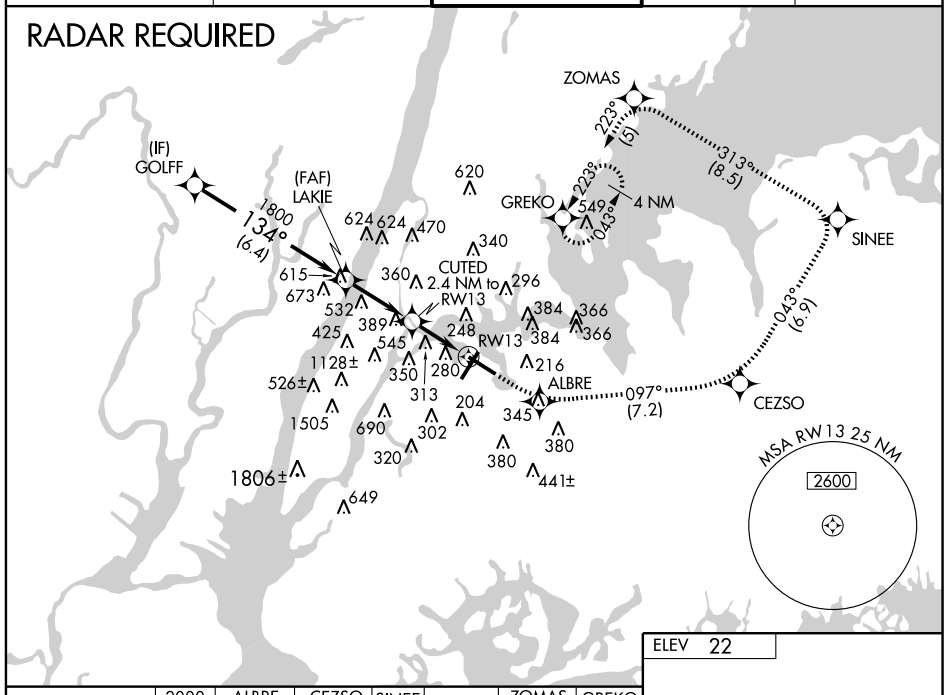
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

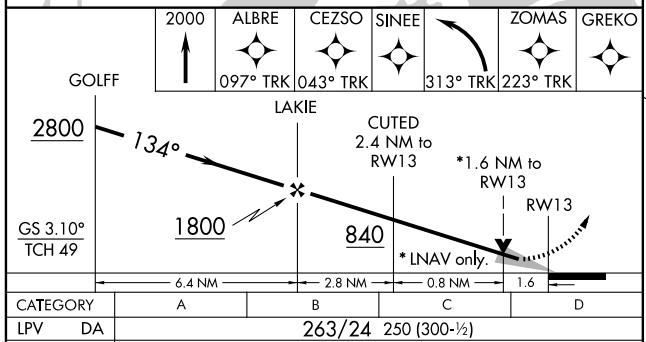
MALSR

MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

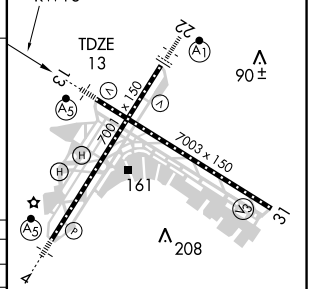
| ATIS ARR 125.95 ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|---|---|---|---|---|

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 263/24 250 (300-½) | | | |
| LNAV/ VNAV DA | 679-1¾ 666 (700-1¾) | | | |
| LNAV MDA | 580/24 567 (600-½) | | 580/50 567 (600-1) | 580/60 567 (600-1¼) |
| CIRCLING | 680-2¼ 658 (700-2¼) | | | 700-2¼ 678 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7003 |
|---|---|---|
| 314° | TDZE | 8 |
| | Apt Elev | 22 |

# RNAV (GPS) RWY 31

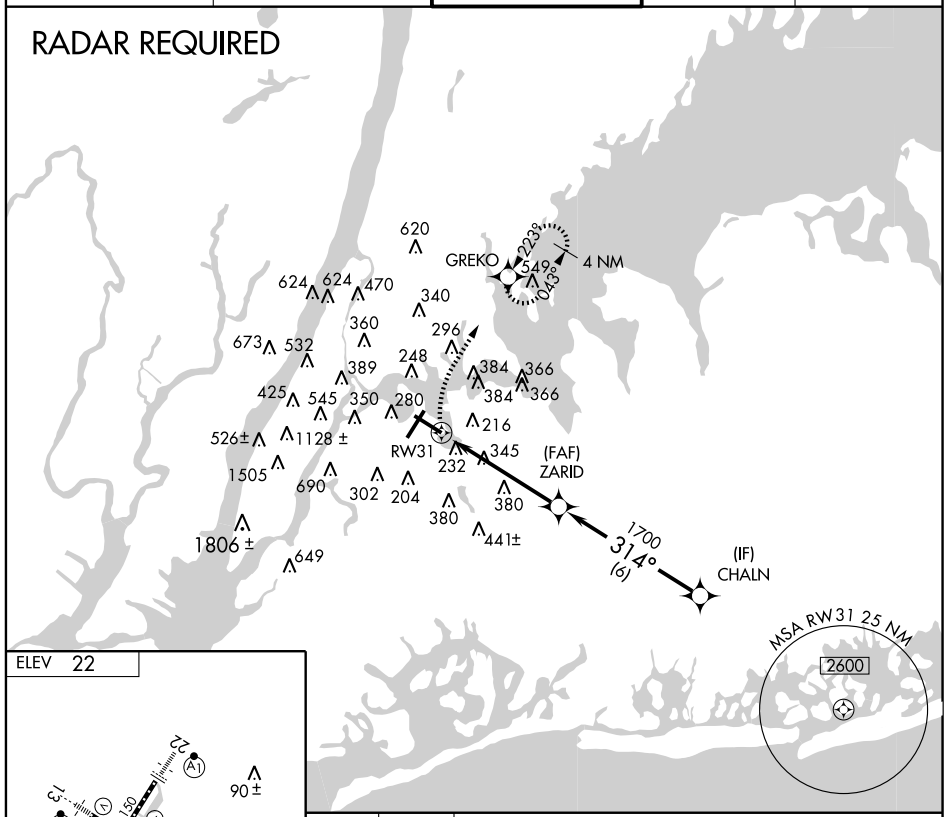
NEW YORK/ LA GUARDIA (LGA)

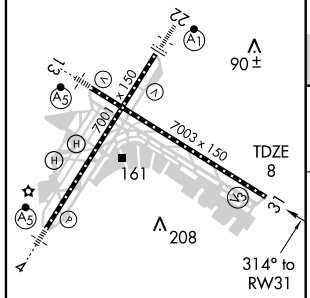
DME/DME RNP-0.3 NA.

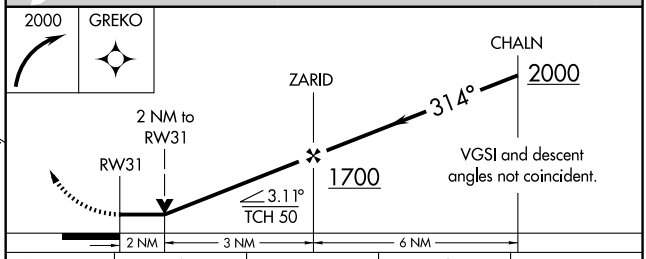
MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640/50 632 (700-1) | | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 60918 W04A | APP CRS 044° | Rwy Idg 7001 TDZE 21 Apt Elev 21 |
|---|---|---|

# RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

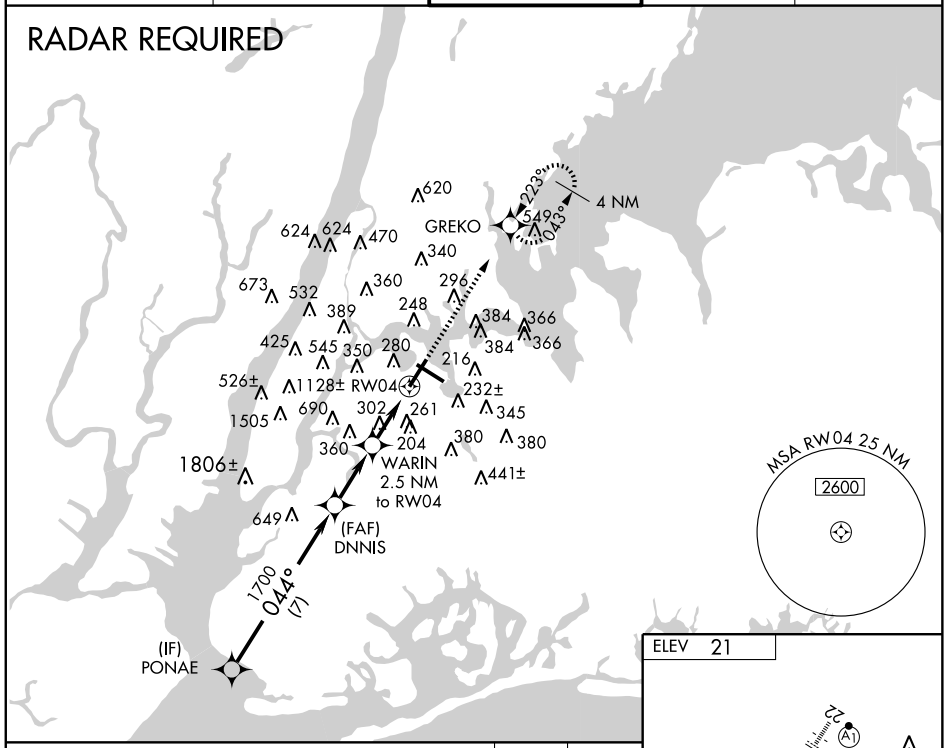
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

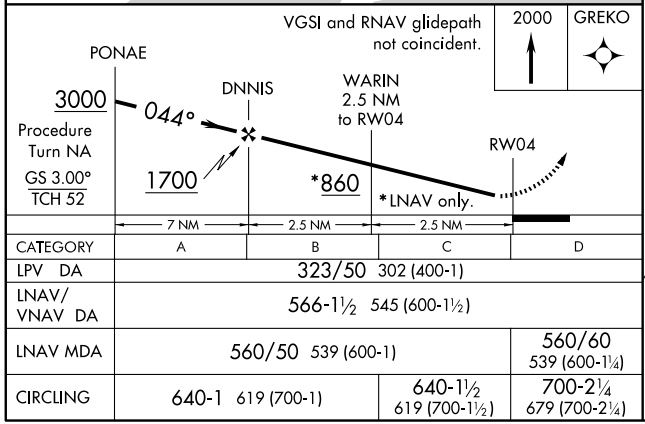
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold.

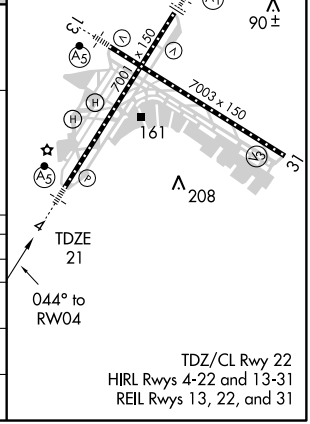
| ATIS ARR 125.95 ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|---|---|---|---|---|

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323/50 302 (400-1) | | | |
| LNAV/ VNAV DA | 566-1½ 545 (600-1½) | | | |
| LNAV MDA | 560/50 539 (600-1) | | | 560/60 539 (600-1¼) |
| CIRCLING | 640-1 619 (700-1) | | 640-1½ 619 (700-1½) | 700-2¼ 679 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 70318 W22A | APP CRS 224° | Rwy Idg 7001 TDZE 12 Apt Elev 21 |
|---|---|---|

# RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

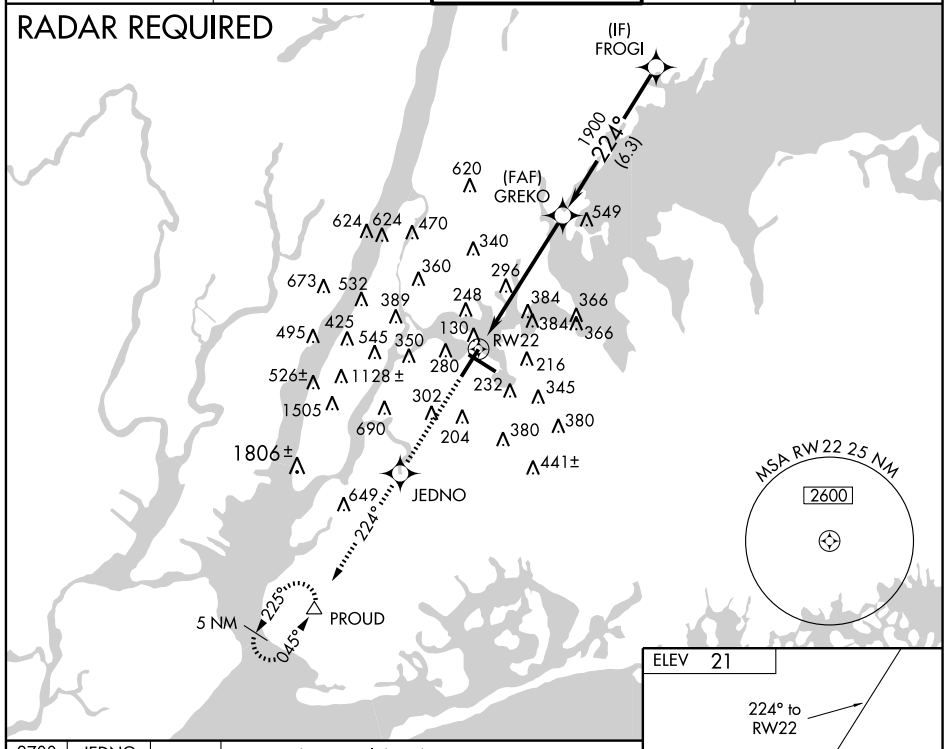
When VGSI inop, circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

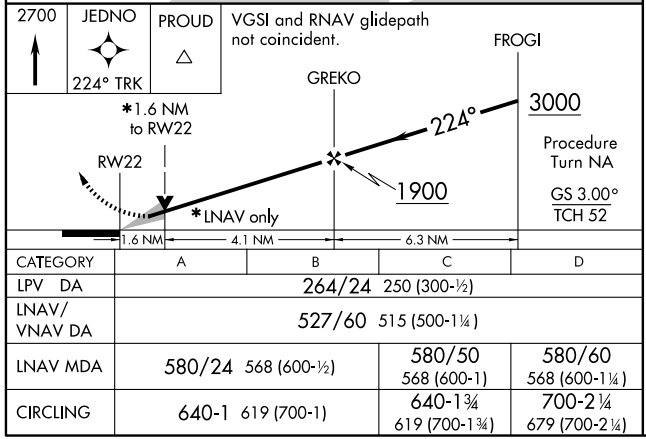
ALSF-1

MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

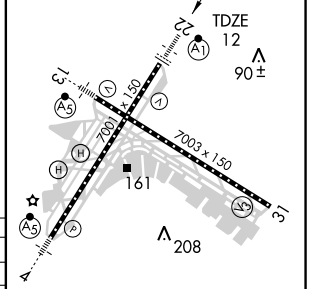
| ATIS ARR 125.95 ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|---|---|---|---|---|

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 264/24 250 (300-½) | | | |
| LNAV/ VNAV DA | 527/60 515 (500-1¼) | | | |
| LNAV MDA | 580/24 568 (600-½) | | 580/50 568 (600-1) | 580/60 568 (600-1¼) |
| CIRCLING | 640-1 619 (700-1) | | 640-1¾ 619 (700-1¾) | 700-2¼ 679 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 044° | TDZE | 21 |
| | Apt Elev | 21 |

# RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

NA

MALSR

MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

| ATIS ARR | 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ATIS DEP | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED

GREKO

4 NM

223°

343°

044° (6.8)

044° (5)

1700 045° (9.3)

(FAF) DNNIS

(IF) TICKL

3000 045° (3.5)

RENUE

(IAF) GRITY

3000 085° (10.8)

(IAF) MINKS

3000 056° (12)

MSA RW04 25 NM

2600

ELEV 21

TDZE 21

161

208

102

49

82

90±

44° to RW04

TICKL

3000

045°

DNNIS

1700

044°

RW04

1700

Procedure Turn NA

GP 3.00°

TCH 52

9.3 NM

5 NM

VGSI and RNAV glidepath not coincident.

2000

TRK 044°

GREKO

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | | 337/50 | 316 (400-1) | |
| RNP 0.30 DA | | 474/50 | 453 (500-1) | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 224° | TDZE | 12 |
| | Apt Elev | 21 |

# RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30* visibility to RVR 5000 and RNP 0.30 to RVR 6000. *Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

| ATIS ARR | 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ATIS DEP | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

MISSED APCH FIX

5 NM 225° 045° PROUD

(IAF) HAARP RNP 0.80

3000 217° (13.9)

(IF) CASLE

1600 234° (5.3)

549

(FAF) KUZZZ

249° (2)

(0.8) KYLIE

296

PARGS

224° (2)

RW22

620 624 624 470 340 360 673 532 389 248 384 366 384 366 425 545 350 280 216 526± 1128± 232± 345 1505 690 302 204 380 380 1806± 441±

MSA RW22 25 NM

2600

224° (5.3)

JEDNO

(5.8)

ELEV 21

224° to RW22

TDZE 12

90±

208

161

| 2700 | JEDNO | PROUD |
|---|---|---|
| 224° TRK | 224° TRK | |

VGSI and RNAV glidepath not coincident.

CASLE KUZZZ PARGS KYLIE RW22

1600 947 704

234° 249° 224°

3000

Procedure Turn NA

GP 3.00° TCH 52

2 NM 0.8 NM 2 NM 5.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30* DA | 313/24 | 301 (300-½) | | |
| RNP 0.30 DA | 393/40 | 381 (400-¾) | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 08 APR 2010 to 06 MAY 2010

ATIS 127.05
CLNC DEL 135.2
GND CON 121.7 263.0
TOWER 118.7 263.0
NEW YORK DEP CON 120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280' per NM to 540. ATC climb of 441' per NM to 5000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing STBNZ.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to JUTES, then on track 042° to TNNIS, then left turn on track 312° to STBNZ, thence ....

....Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BIGGY TRANSITION (STBNZ1.BIGGY):
COATE TRANSITION (STBNZ1.COATE):
ELIOT TRANSITION (STBNZ1.ELIOT):
GAYEL TRANSITION (STBNZ1.GAYEL):
HAAYS TRANSITION (STBNZ1.HAAYS):
LANNA TRANSITION (STBNZ1.LANNA):
NEION TRANSITION (STBNZ1.NEION):
PARKE TRANSITION (STBNZ1.PARKE):

GAYEL
HAAYS
14000 *3900 332° (20)
NEION
14000 *3600 351° (22)
14000 *3900 310° (21)
COATE
14000 *2700 292° (24)
GRYDE
7000 *2200 308° (18)
STBNZ 7000
BMACK
7000 *2100 277° (20)
14000 *2600 275° (40)
TNNIS 5000
312° (7)
JUTES 2500
Do not exceed 220 KIAS until passing JUTES.
042° (5)
7000 *2000 255° (22)
ELIOT
14000 *2500 263° (39)
MUNNZ
N
PARKE
14000 *2200 263° (38)
134°
053°
SHIPP
WAVEY
LANNA
14000 *2000 250° (39)
BIGGY
DIXIE
WHITE

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.

NOTE: Chart not to scale.

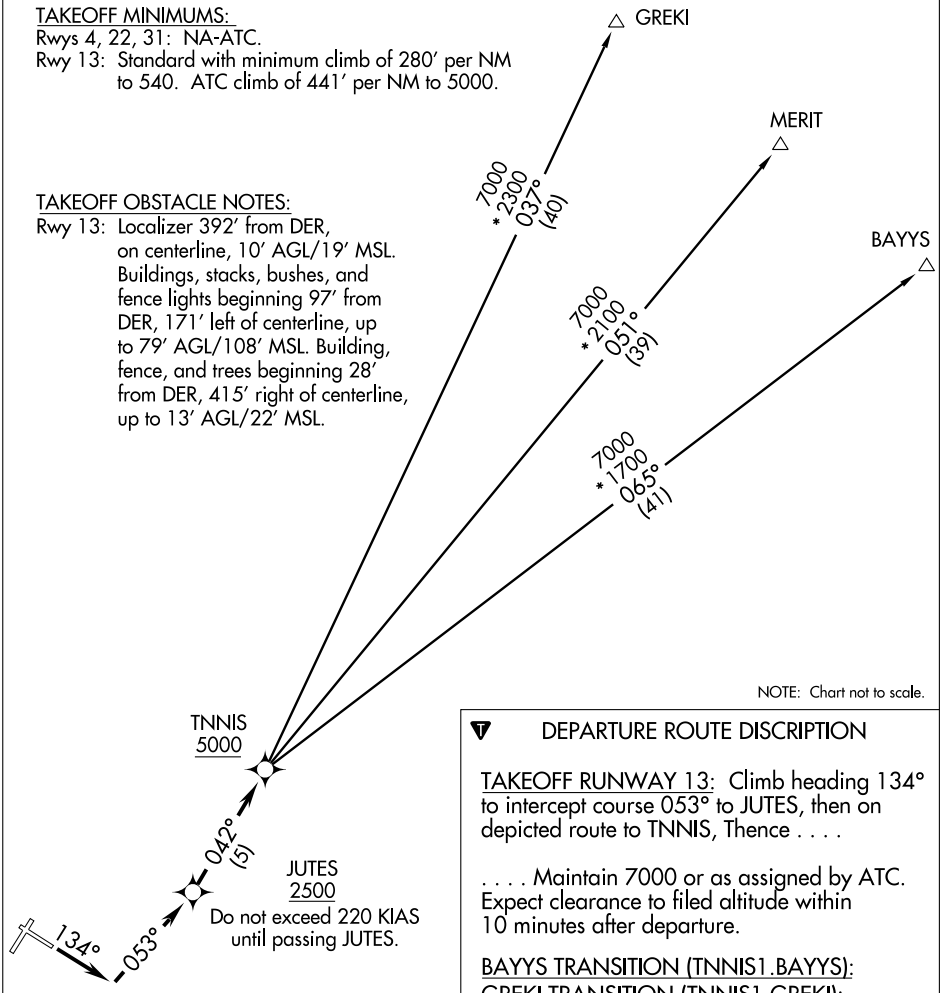
# TNNIS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280′ per NM to 540. ATC climb of 441′ per NM to 5000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to JUTES, then on depicted route to TNNIS, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TNNIS1.BAYYS):
GREKI TRANSITION (TNNIS1.GREKI):
MERIT TRANSITION (TNNIS1.MERIT):

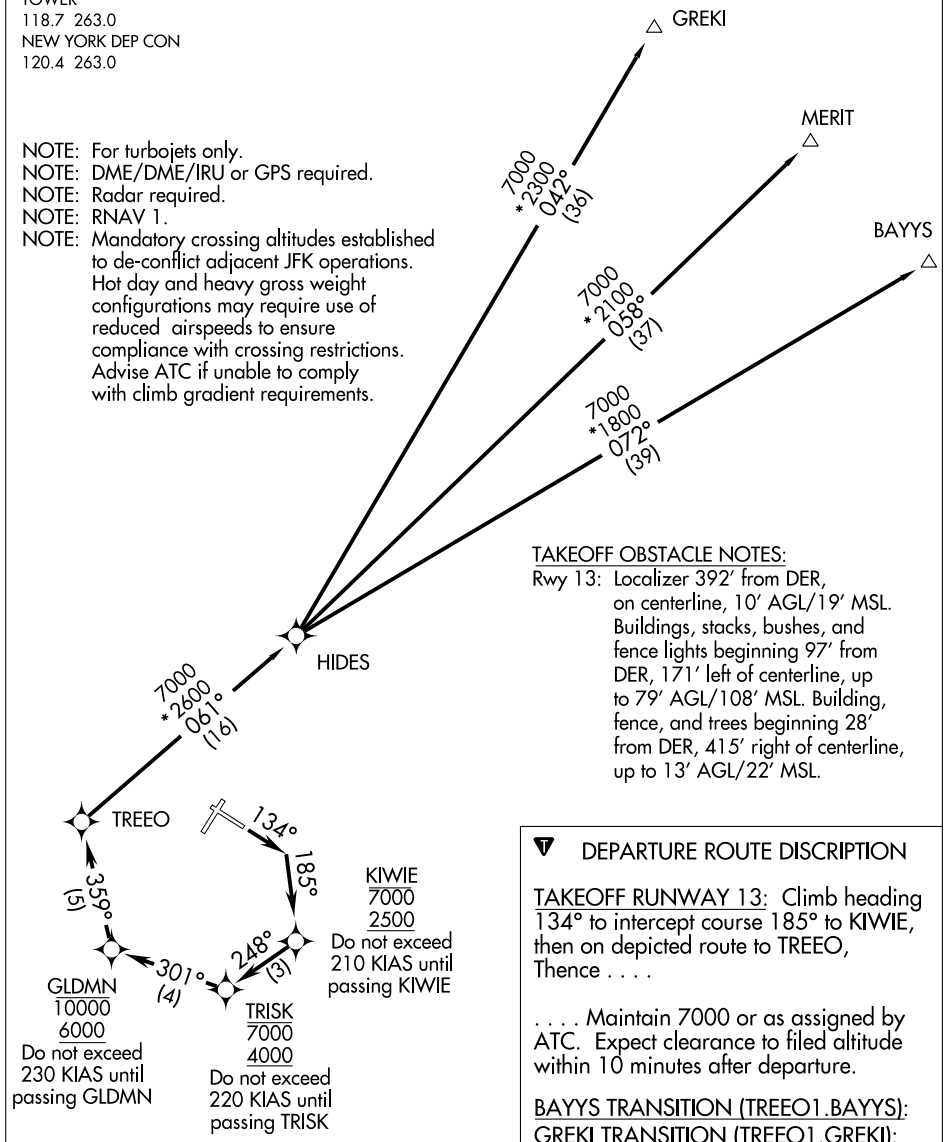
# TREEO ONE DEPARTURE (RNAV)



ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 494′ per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.




TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TREEO1.BAYYS):
GREKI TRANSITION (TREEO1.GREKI):
MERIT TRANSITION (TREEO1.MERIT):

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

| VOR/DME LGA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 232° | TDZE | N/A |
| Chan 78 | | Apt Elev | 22 |

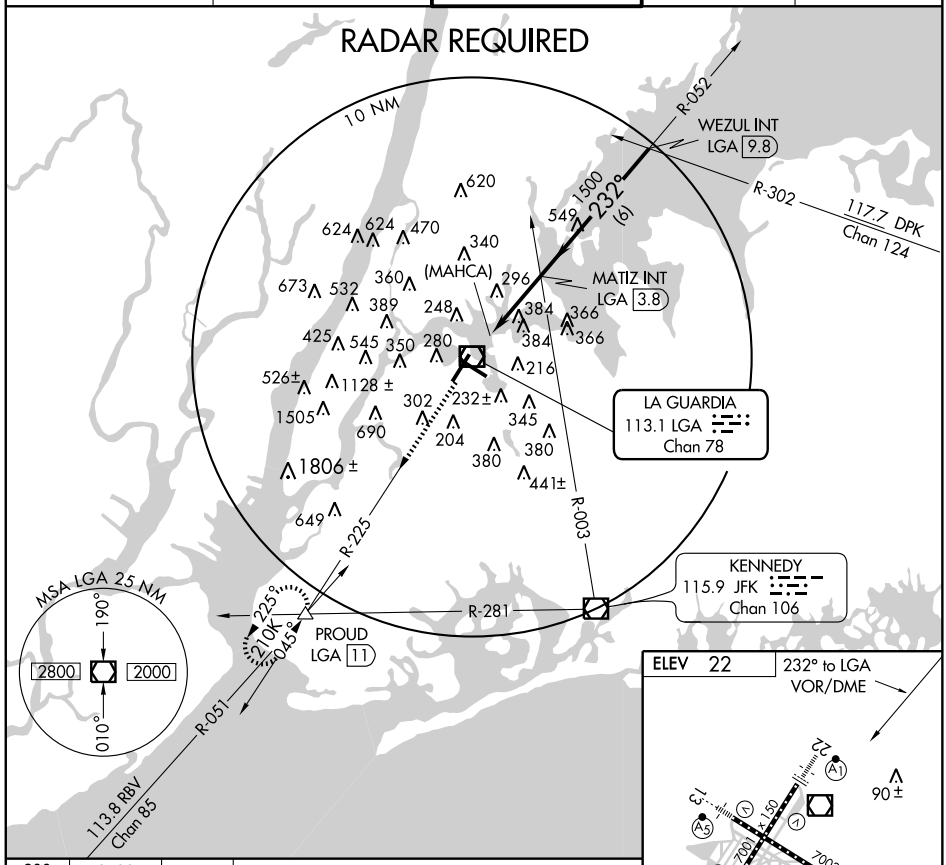
# VOR/DME-G

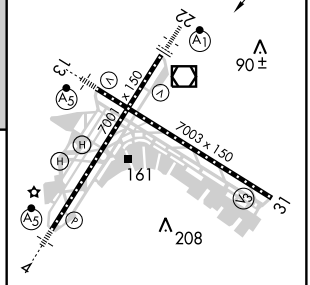
NEW YORK/LA GUARDIA (LGA)

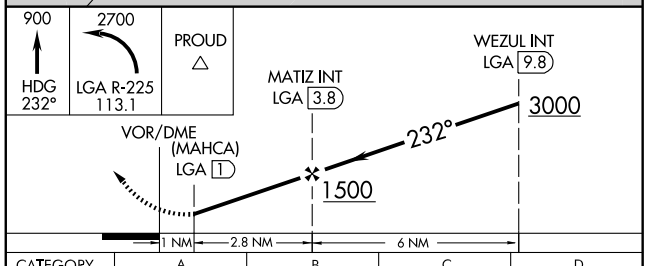
MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1¼ 618 (700-1¼) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME LGA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 132° | TDZE | N/A |
| Chan 78 | | Apt Elev | 22 |

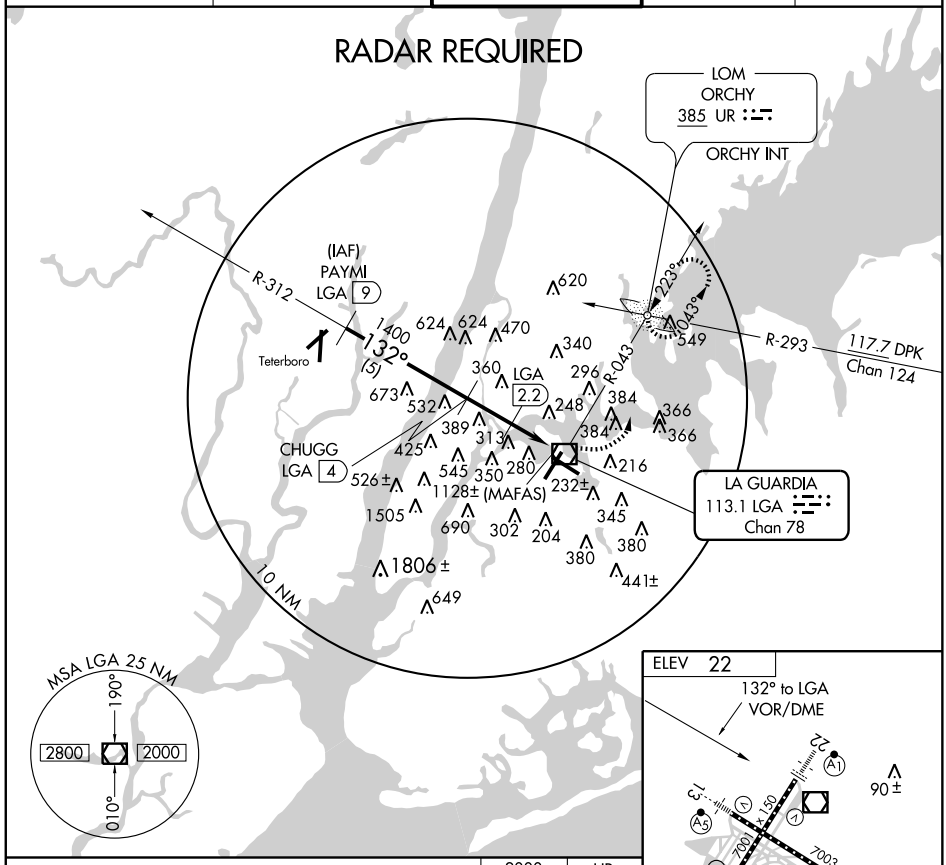
# VOR/DME-H

NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

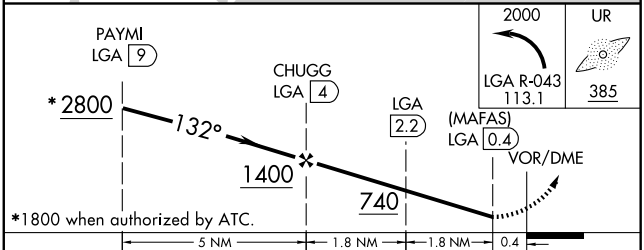
| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

## RADAR REQUIRED










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1<br>558 (600-1) | 600-1<br>578 (600-1) | 620-1½<br>598 (600-1½) | 700-2¼<br>678 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

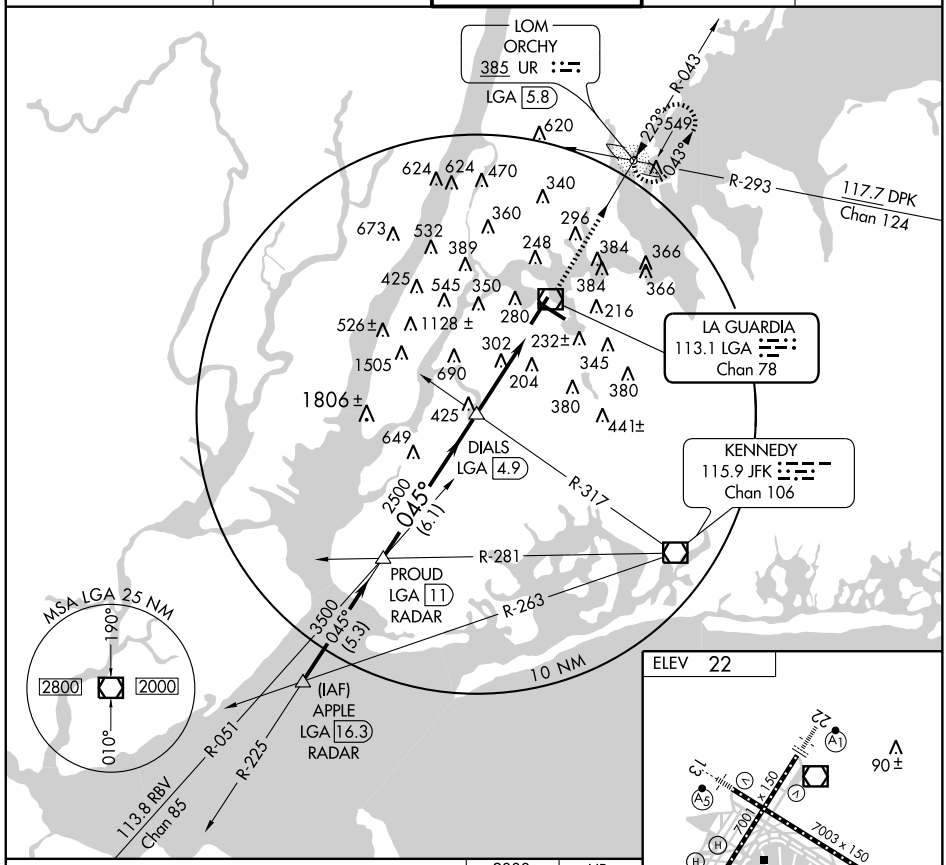
| VOR/DME LGA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 045° | TDZE | N/A |
| Chan 78 | | Apt Elev | 22 |

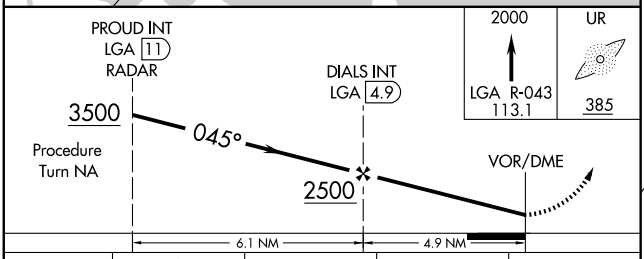
# VOR-F

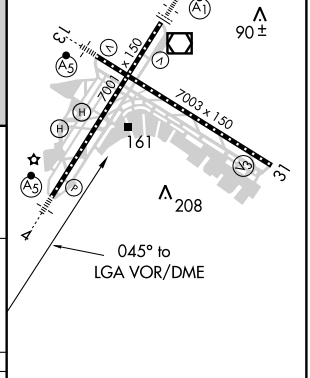
## NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1¼ 978 (1000-1¼) | 1000-1½ 978 (1000-1½) | 1000-3 978 (1000-3) | |

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME LGA | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 113.1 | 046° | TDZE | 22 |
| Chan 78 | | Apt Elev | 22 |

# VOR RWY 4

NEW YORK/LA GUARDIA (LGA)

T A Inoperative table does not apply to Cats A and B.

MALSR

MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

ADF REQUIRED

LOM ORCHY 385 UR

MSA LGA 25 NM: 190° 2800 2000 010°

10 NM

224° 549° 044°

620 624 624 470 340 673 532 360 296 389 248 384 366 425 545 350 384 366 526± 1128 ± 280 216 232± 1505 302 204 345 690 380 1806 ± 649 441± 380

LA GUARDIA 113.1 LGA Chan 78

LGA 3.2

NORAY INT LGA 6

R-310

1800 046° (5)

QATAR INT LGA 11

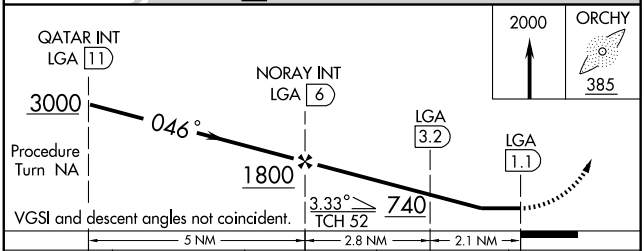
R-282

KENNEDY 115.9 JFK Chan 106

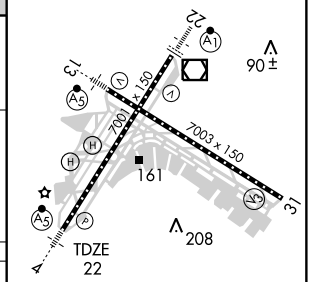
R-226

3000 NoPT 031° (20.5)

IAF COLTS NECK 115.4 COL Chan 101




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 740/50 718 (800-1) | | 740-1½ 718 (800-1½) | 740-1¾ 718 (800-1¾) |
| CIRCLING | 740-1 718 (800-1) | | 740-2 718 (800-2) | 740-2¼ 718 (800-2¼) |
| DME MINIMUMS | | | | |
| S-4 | 560/50 538 (600-1) | | | 560/60 538 (600-1¼) |
| CIRCLING | 580-1 558 (600-1) | 600-1 578 (600-1) | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) |




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-2. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-450 (FAA)

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

| LOC I-SWF | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

# COPTER ILS or LOC RWY 9

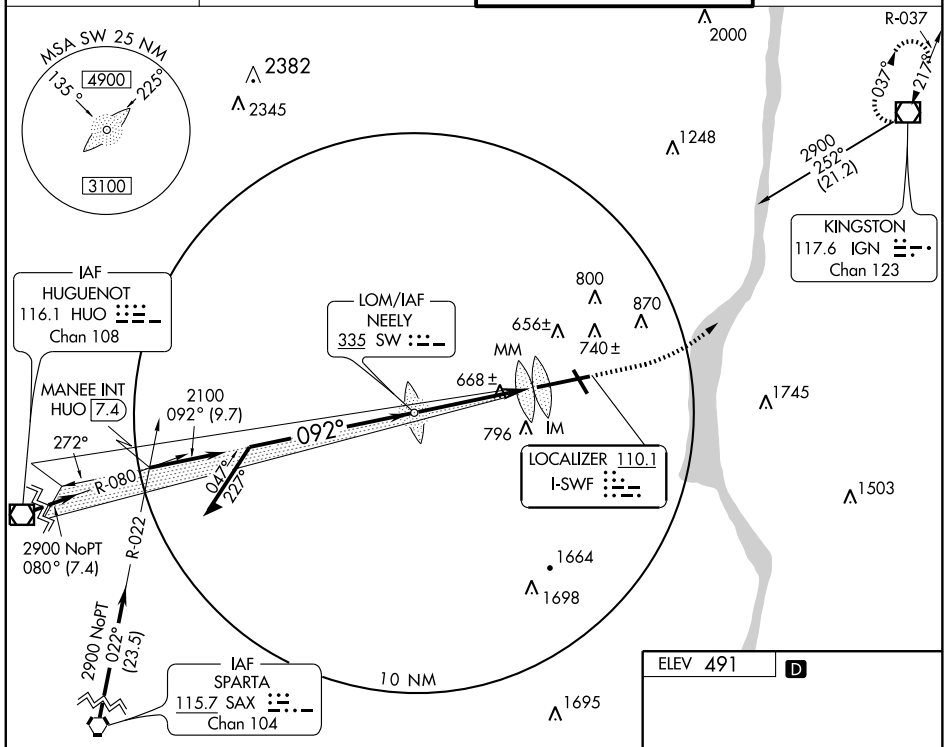
NEWBURGH/STEWART INTL (SWF)

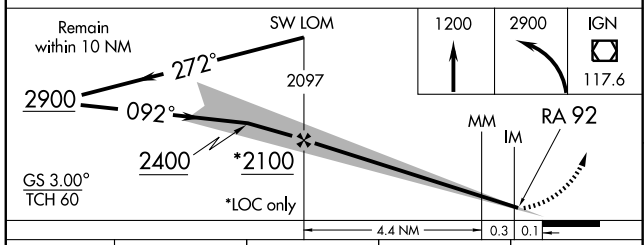
Altimeter Required.

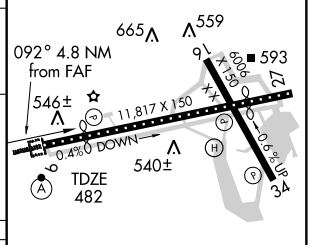
ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 9 | 582/12<br>100 RA 92 | NA | | |
| H-LOC 9 | 920/12<br>438 (500-¼) | NA | | |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

## COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FAF to MAP 4.8 NM

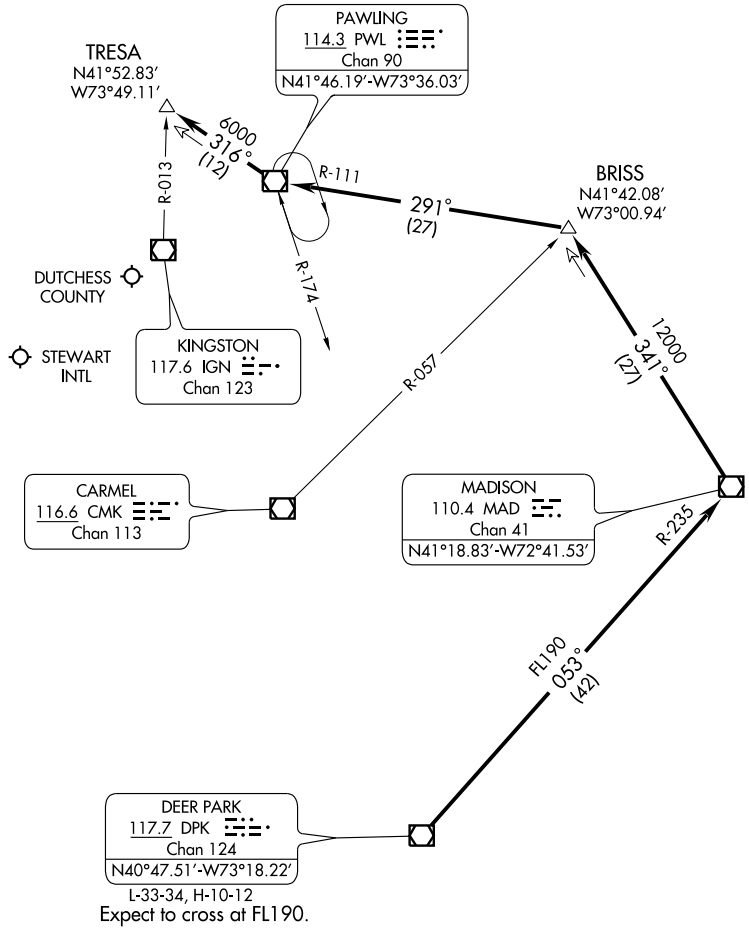
| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:48 | 3:50 | 3:12 | 2:45 |

NE-2. 08 APR 2010 to 06 MAY 2010

# HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75




NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-SWF | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

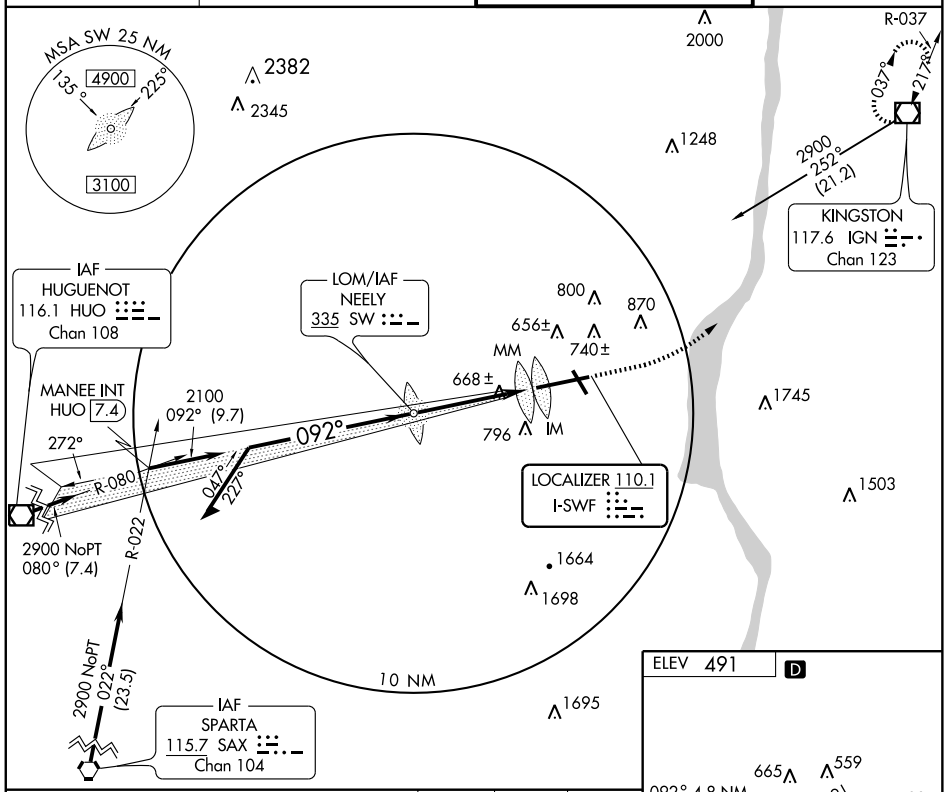
# ILS or LOC RWY 9

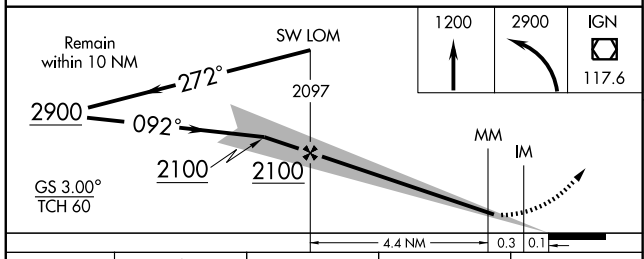
NEWBURGH/STEWART INTL (SWF)

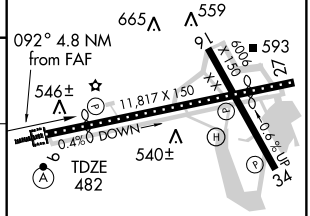
ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 682/18 200 (200-½) | | | |
| S-LOC 9 | 920/24 438 (500-½) | | 920/40 438 (500-¾) | 920/50 438 (500-1) |
| CIRCLING | 1040-1 549 (600-1) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-SWF | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

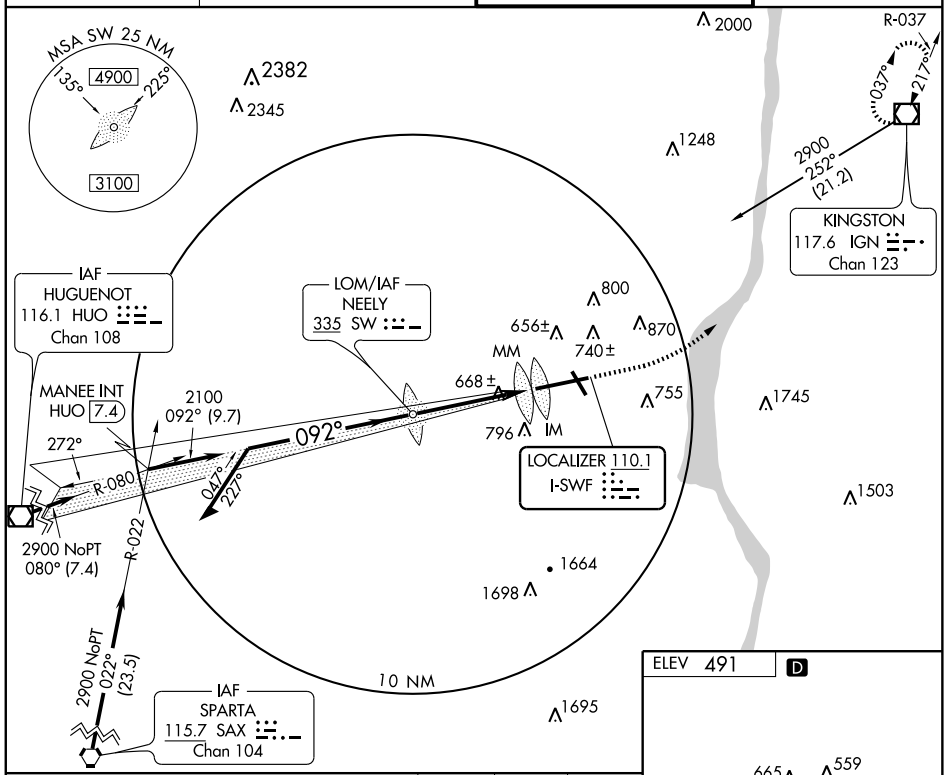
# ILS RWY 9 (CAT II)

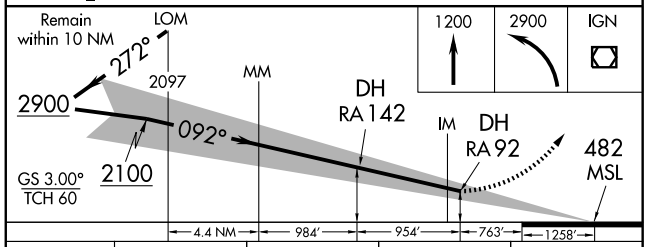
## NEWBURGH/STEWART INTL (SWF)

ALSF-2

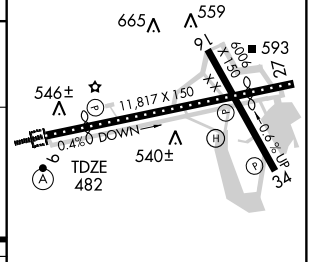
MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | RA 142/16 | 150 | DA 632 | |
| S-ILS 9 | RA 92/12 | 100 | DA 582 | |




## CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JKH | APP CRS | Rwy Idg | 9818 |
|---|---|---|---|
| 109.95 | 272° | TDZE | 468 |
| Chan 36 (Y) | | Apt Elev | 491 |

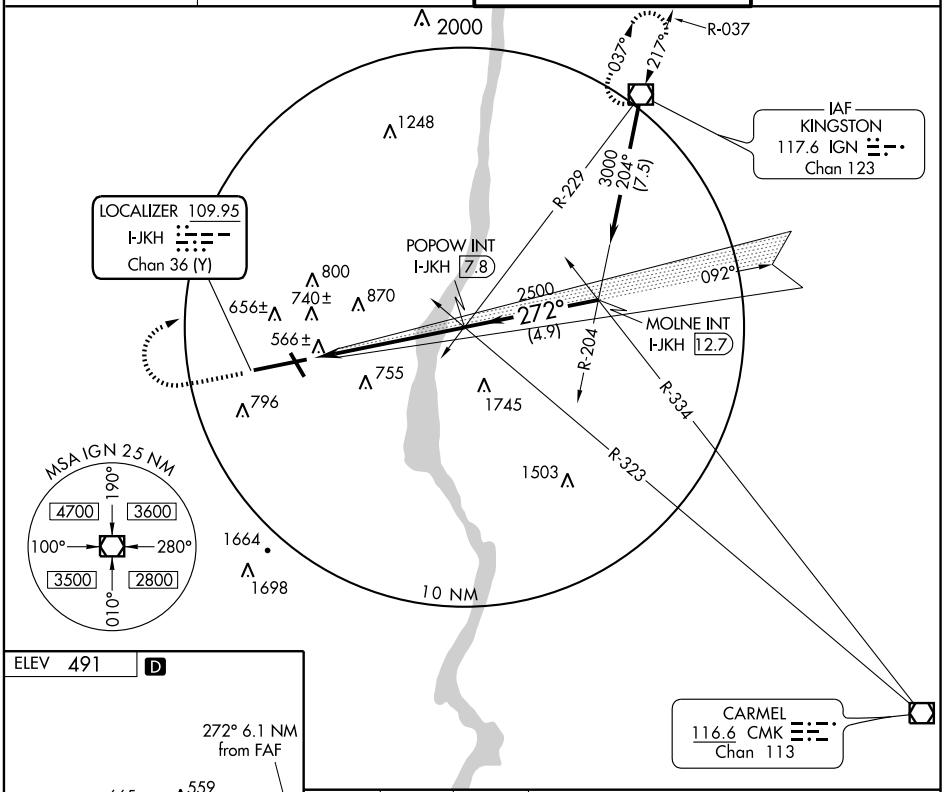
# ILS RWY 27

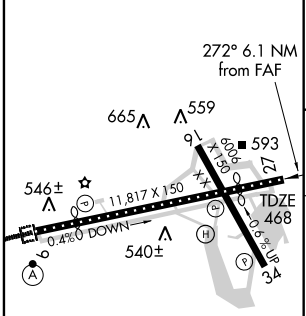
NEWBURGH/STEWART INTL (SWF)

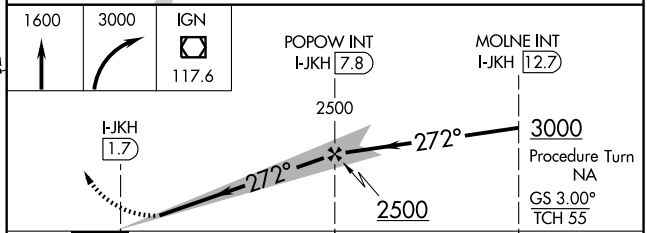
Inoperative table does not apply.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 718-1 250 (300-1) | | | |
| S-LOC 27 | 840-1 372 (400-1) | | | 840-1¼ 372 (400-1¼) |
| CIRCLING | 1040-1 549 (600-1) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8818 |
|---|---|---|
| 092° | TDZE | 482 |
| | Apt Elev | 491 |

# RNAV (GPS) RWY 9

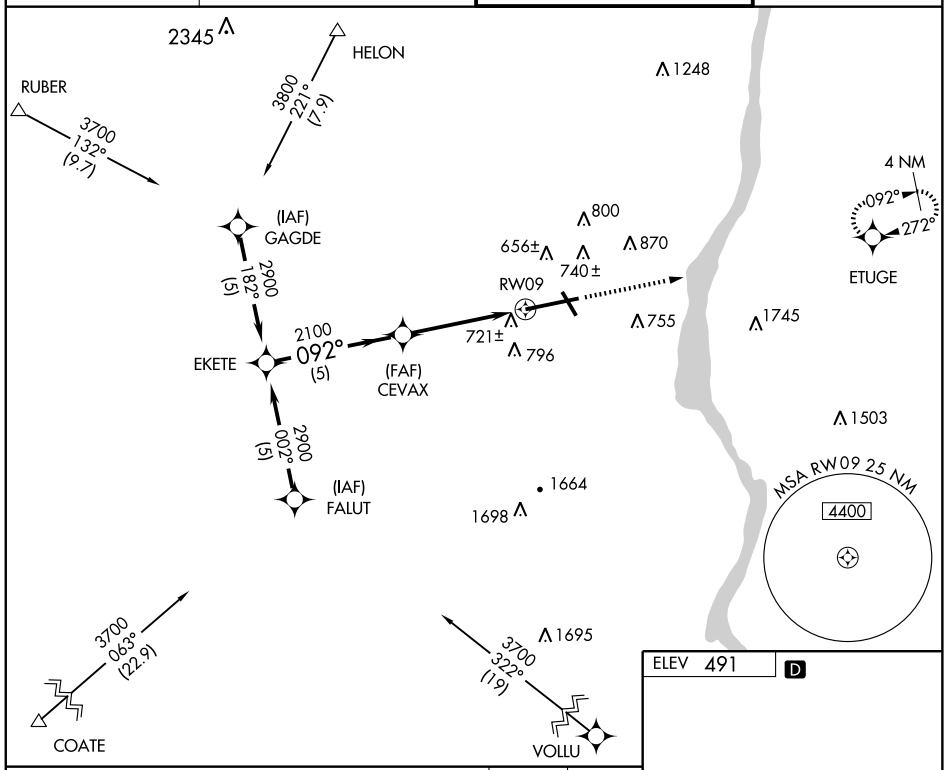
NEWBURGH/STEWART INTL (SWF)

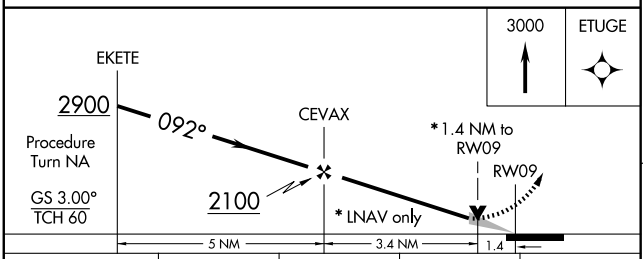
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

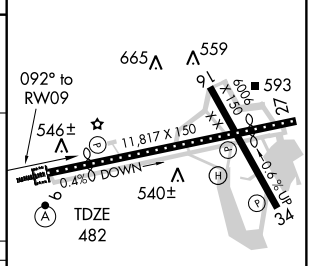
ALSF-2

MISSED APPROACH: Climb to 3000 direct ETUGE WP and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 980/60 498 (500-1¼) | | | |
| LNAV MDA | 980/24 498 (500-½) | | 980/40 498 (500-¾) | 980/50 498 (500-1) |
| CIRCLING | 1040-1¾ 549 (600-1¾) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 08 APR 2010 to 06 MAY 2010

NEWBURGH, NEW YORK

AL-450 (FAA)

| APP CRS | Rwy Idg | 6006 |
|---|---|---|
| 163° | TDZE | 471 |
| | Apt Elev | 491 |

# RNAV (GPS) RWY 16

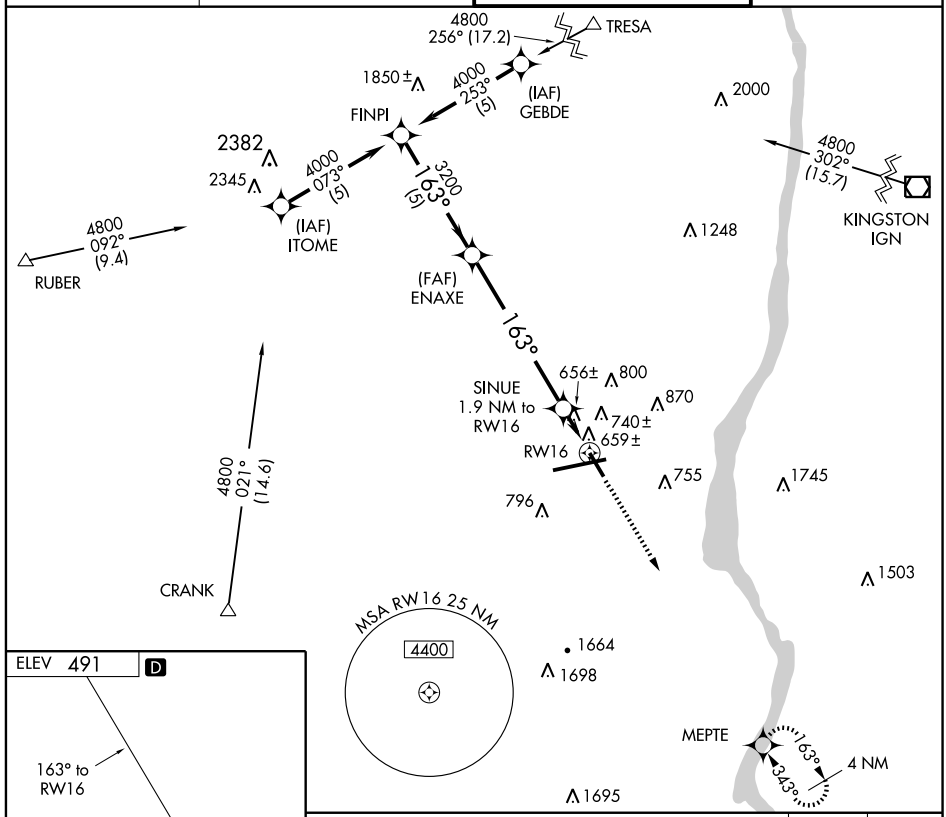
NEWBURGH/STEWART INTL (SWF)

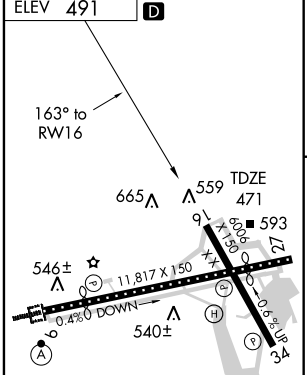
NA

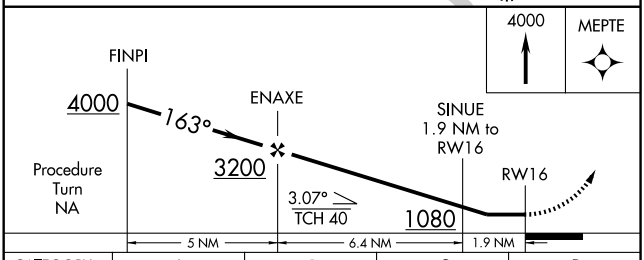
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MEPTE WP and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 449 (500-1) | | 920-1¼ 449 (500-1¼) | 920-1½ 449 (500-1½) |
| CIRCLING | 1040-1 549 (600-1) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 9818 |
|---|---|---|
| 272° | TDZE | 468 |
| | Apt Elev | 491 |

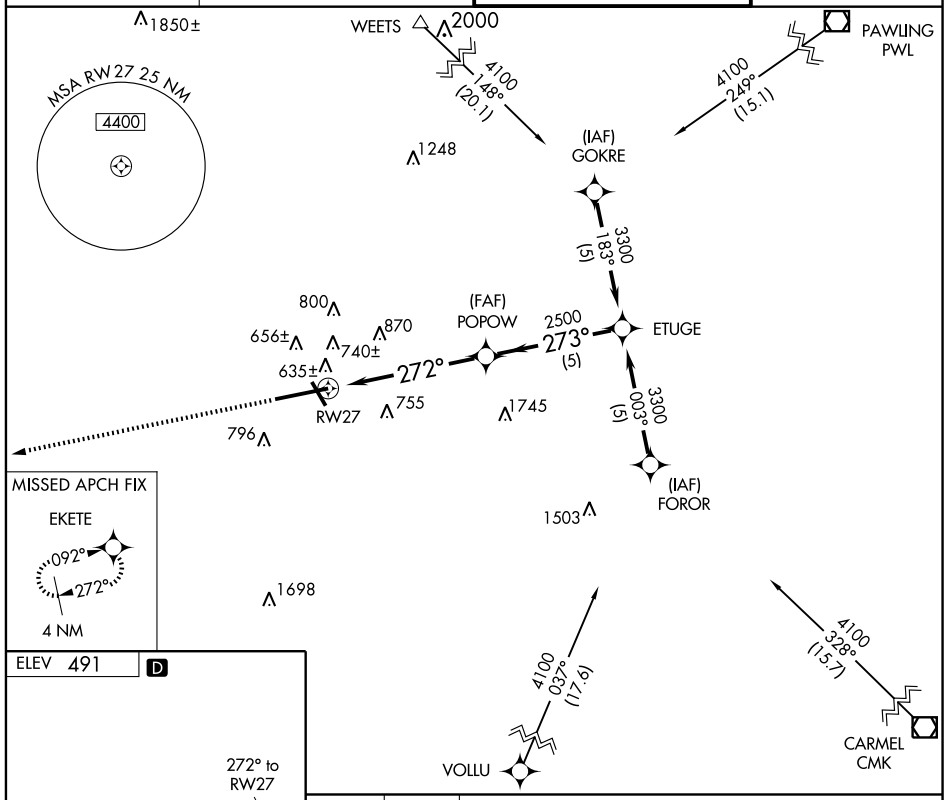
# RNAV (GPS) RWY 27

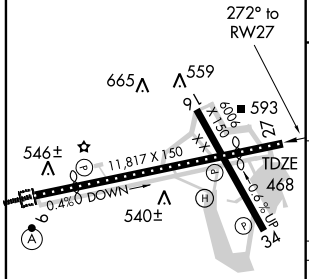
NEWBURGH/STEWART INTL (SWF)

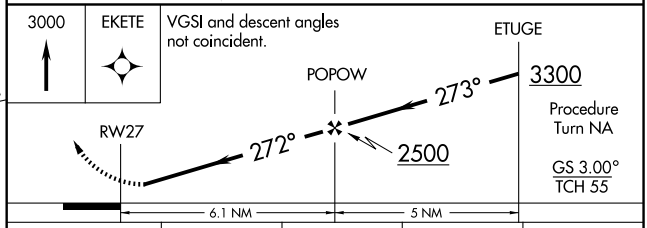
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 direct EKETE WP and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 900-1½ 432 (500-1½) | | | |
| LNAV MDA | 960-1 492 (500-1) | | 960-1¼ 492 (500-1¼) | 960-1½ 492 (500-1½) |
| CIRCLING | 1040-1½ 549 (600-1½) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5606 |
|---|---|---|
| 343° | TDZE | 462 |
| | Apt Elev | 491 |

# RNAV (GPS) RWY 34

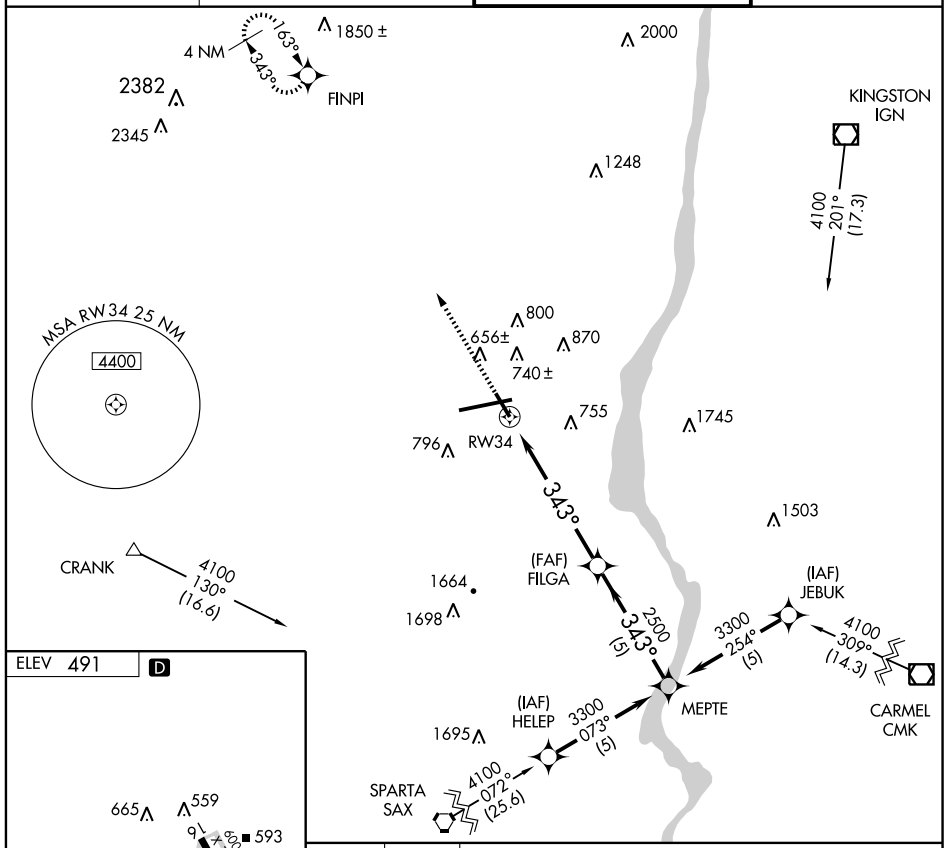
NEWBURGH/STEWART INTL (SWF)

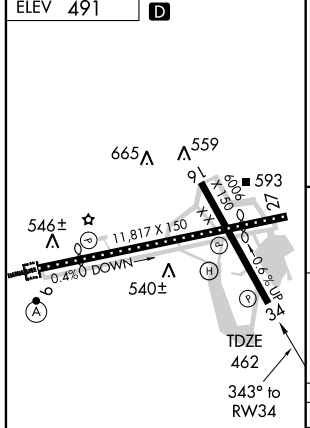
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

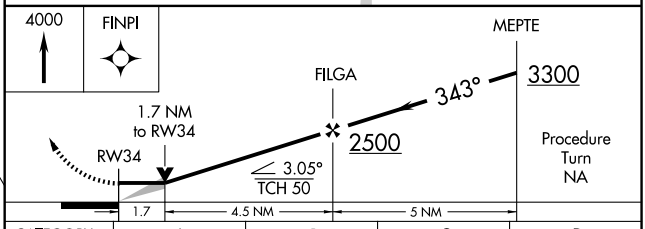
NA

MISSED APPROACH: Climb to 4000 direct FINPI WP and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |



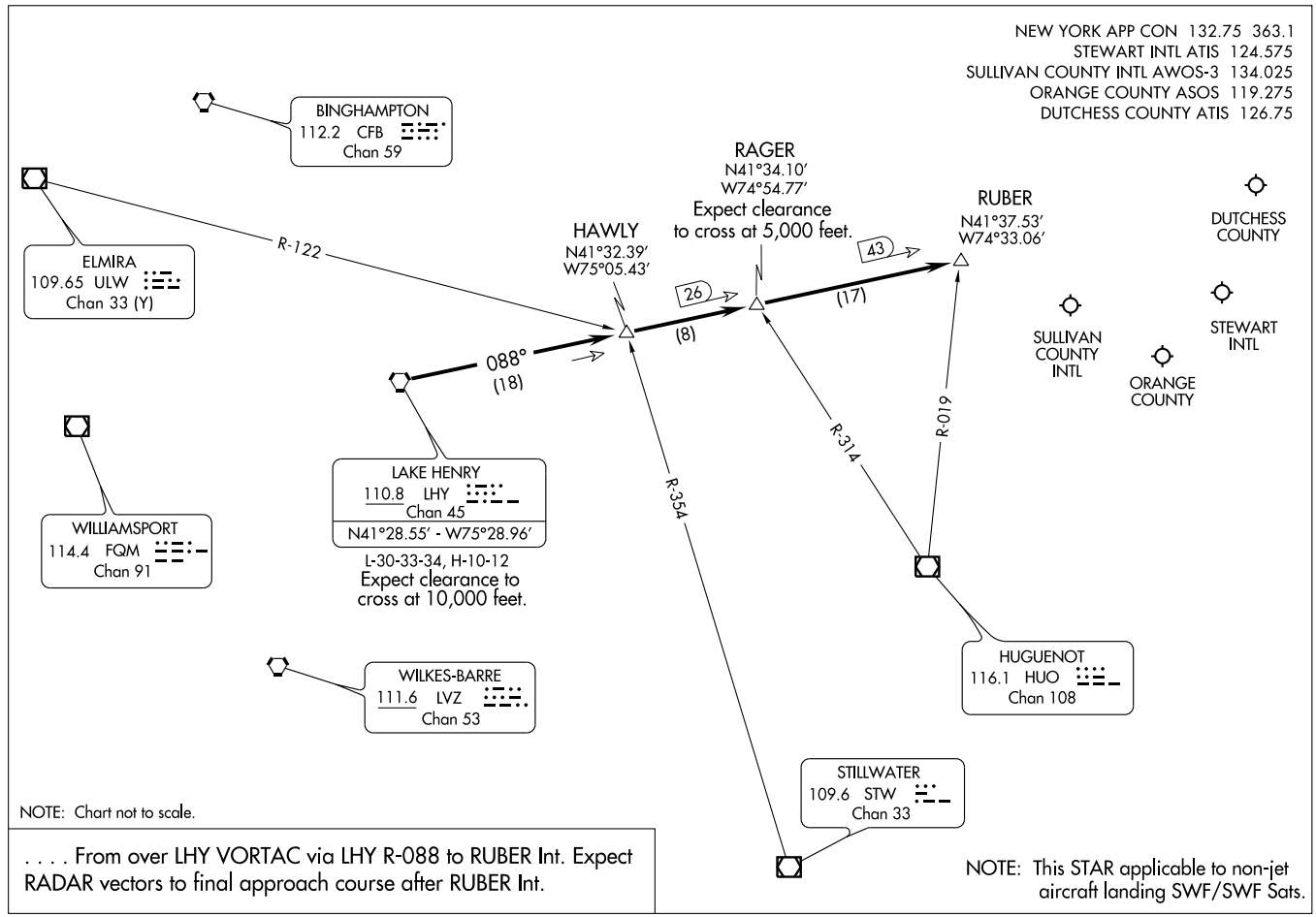




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 558 (600-1) | | 1020-1½ 558 (600-1½) | 1020-1¾ 558 (600-1¾) |
| CIRCLING | 1040-1 549 (600-1) | 1060-1 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 08 APR 2010 to 06 MAY 2010




# RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

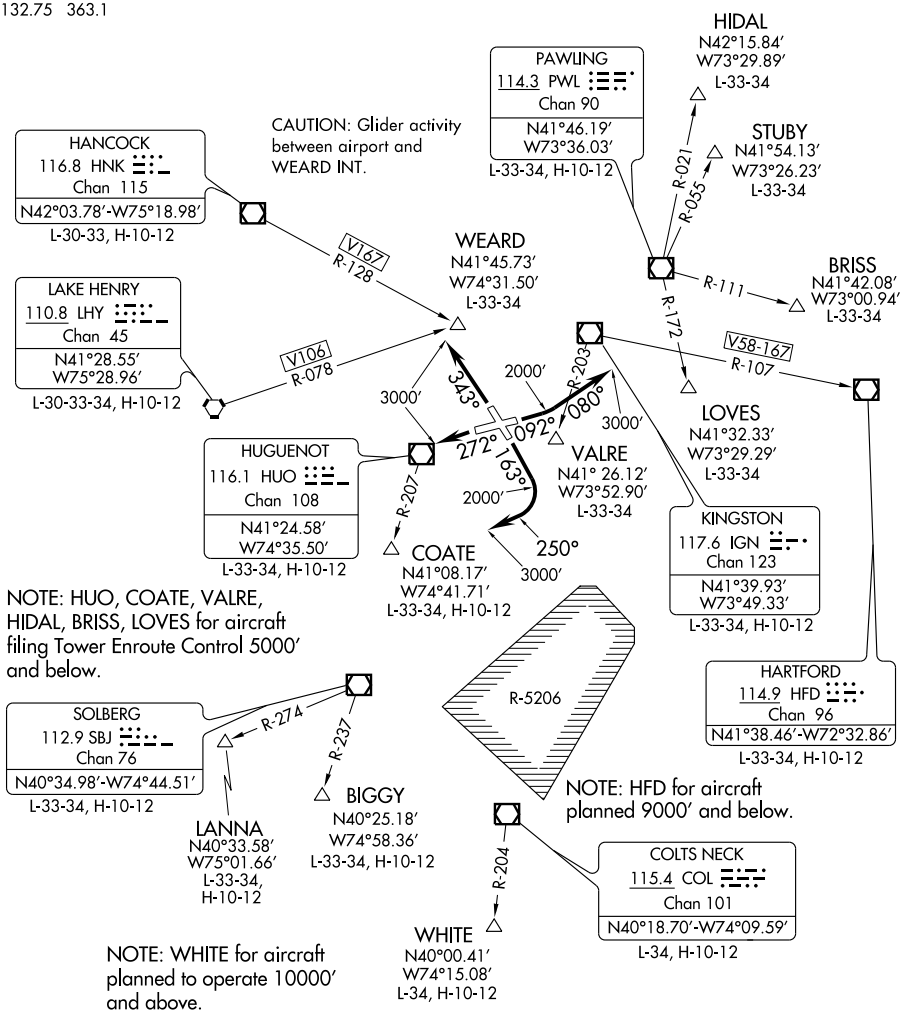
# STEWART FIVE DEPARTURE

SL-450 (FAA)





STEWART TOWER
121.0 254.4
NEW YORK DEP CON
132.75 363.1




NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225′ per NM to 2700.
Rwy 16: Standard with minimum obstacle climb of 255′ per NM to 2000, ATC climb of 300′ per NM to 2000.
Rwy 27: 300-1 or Standard with minimum climb of 366′ per NM to 800.
Rwy 34: 300-1¼ or Standard with minimum climb of 503′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .
TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

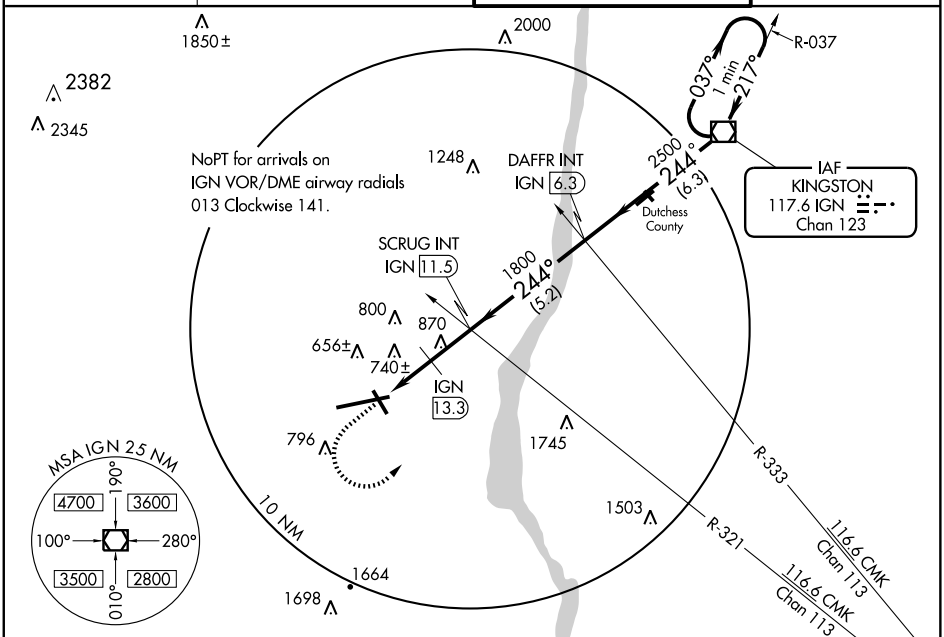
| VOR/DME IGN | APP CRS | Rwy Idg | 9818 |
|---|---|---|---|
| 117.6 | 244° | TDZE | 481 |
| Chan 123 | | Apt Elev | 491 |

# VOR RWY 27

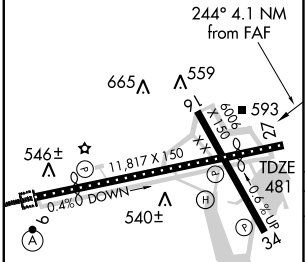
NEWBURGH/STEWART INTL (SWF)

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |

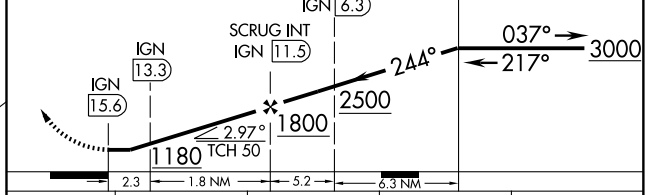



ELEV 491 D




TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



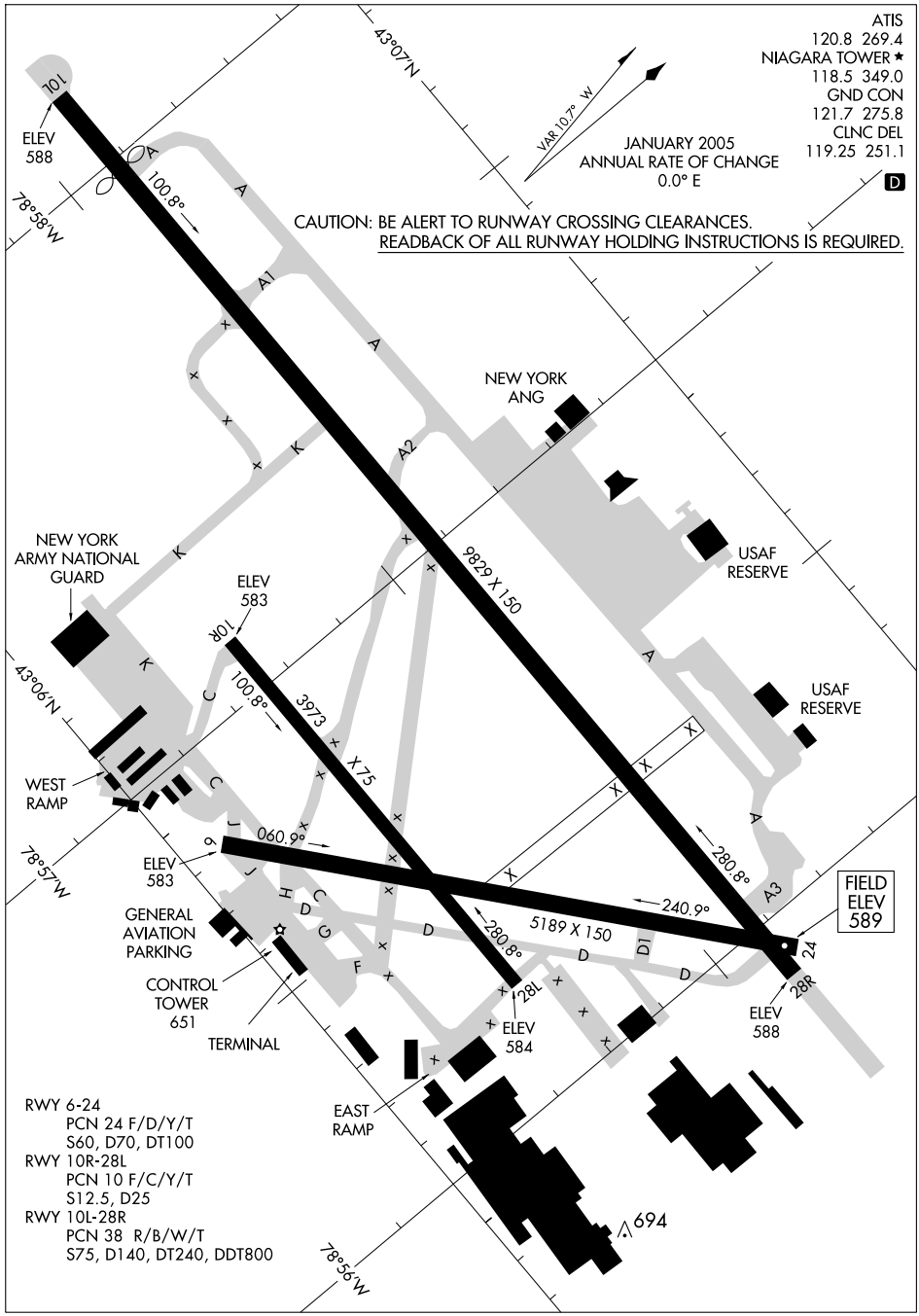

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1180-1 699 (700-1) | | 1180-2 699 (700-2) | 1180-2¼ 699 (700-2¼) |
| CIRCLING | 1180-1 689 (700-1) | | 1180-2 689 (700-2) | 1180-2¼ 689 (700-2¼) |
| DME MINIMUMS | | | | |
| S-27 | 980-1 499 (500-1) | | 980-1¼ 499 (500-1¼) | 980-1½ 499 (500-1½) |
| CIRCLING | 1040-1 549 (600-1) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)
NIAGARA FALLS, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

# ILS 1 RWY 28R

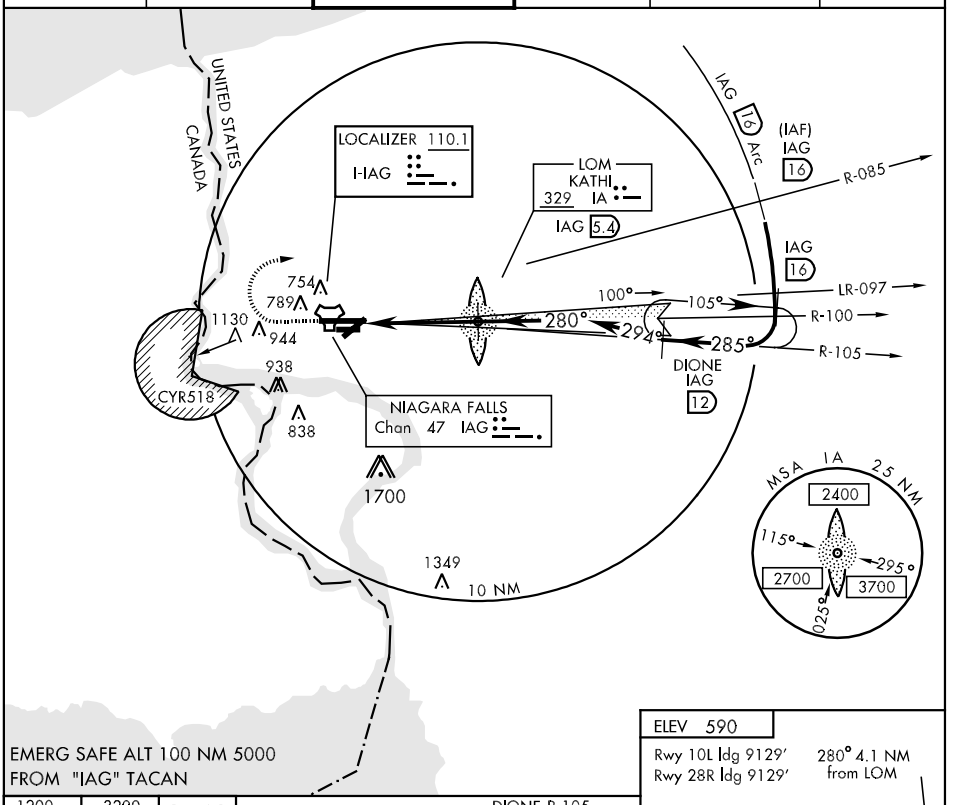
NIAGARA FALLS INTL (KIAG)

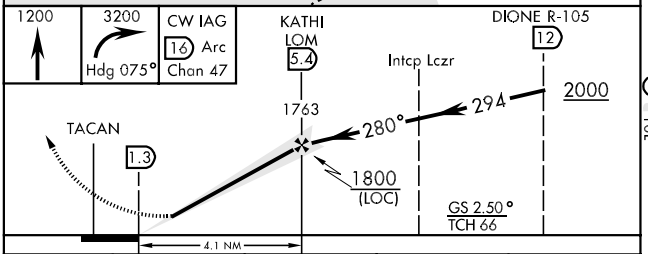
| LOC I-IAG | APP CRS | Rwy ldg 9129 / TDZE 588 / Arpt Elev 590 |
|---|---|---|
| 110.1 | 280° | AL-614 [USAF] |

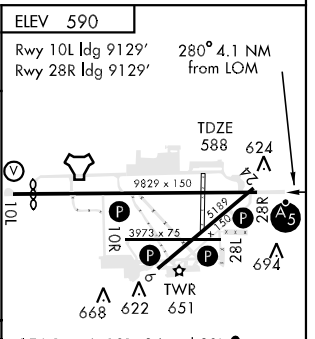
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold (Radar Required).

| ATIS | BUFFALO APP CON | NIAGARA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 788/24 | | 200 | (200-½) |
| S-LOC 28R | 900/24 | 312 | (400-½) | 900/40 312 (400-¾) |
| CIRCLING | 1100-1 510 | (600-1) | 1100-1½ 510 (600-1½) | 1360-2½ 770 (800-2½) |

REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

LOC FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| LOC I-IAG | APP CRS | Rwy ldg | 9129 |
|---|---|---|---|
| 110.1 | 280° | TDZE | 588 |
| | | Apt Elev | 590 |

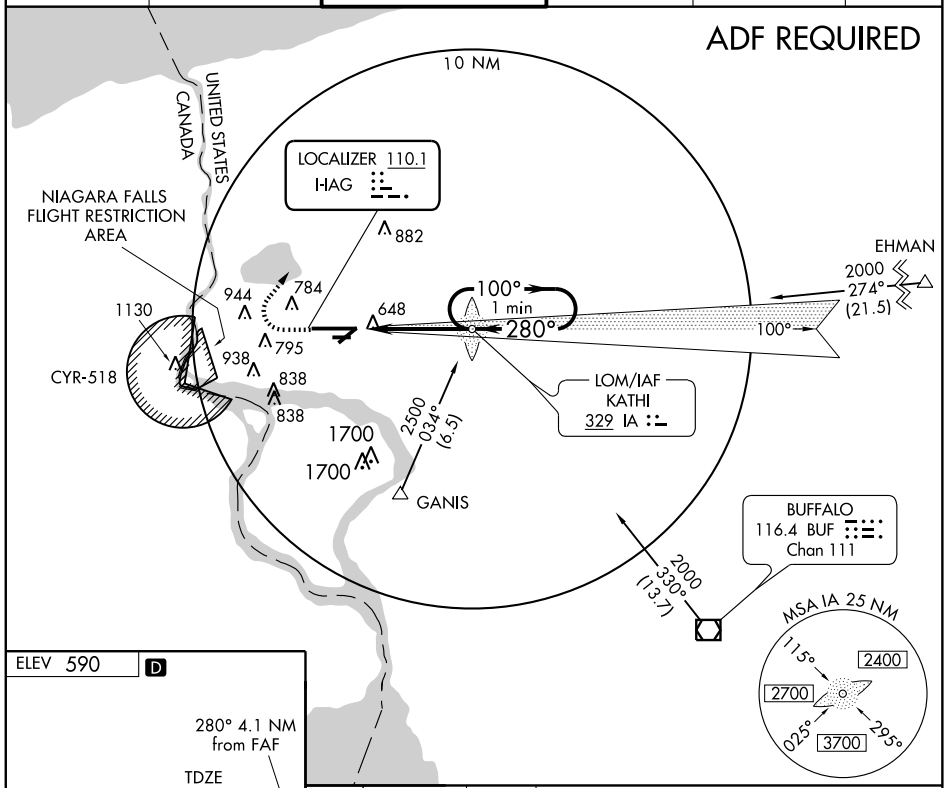
# ILS or LOC RWY 28R
NIAGARA FALLS INTL (IAG)

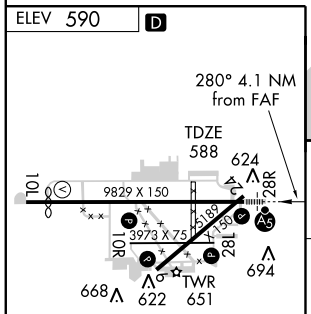
MALSR

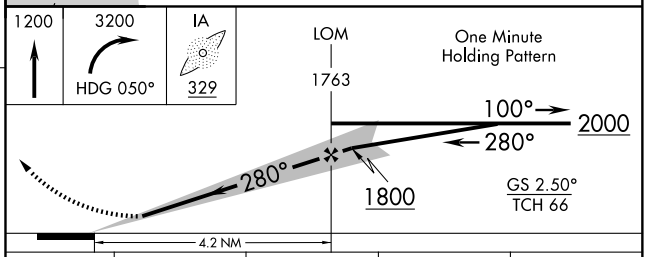
MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |

ADF REQUIRED




REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 788/24 200 (200-½) | | | |
| S-LOC 28R | 900/24 312 (400-½) | | | 900/40 312 (400-¾) |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | 1180-2 590 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOM IA | APP CRS | Rwy ldg | 9129 |
|---|---|---|---|
| 329 | 280° | TDZE | 588 |
| | | Apt Elev | 590 |

# NDB or GPS RWY 28R

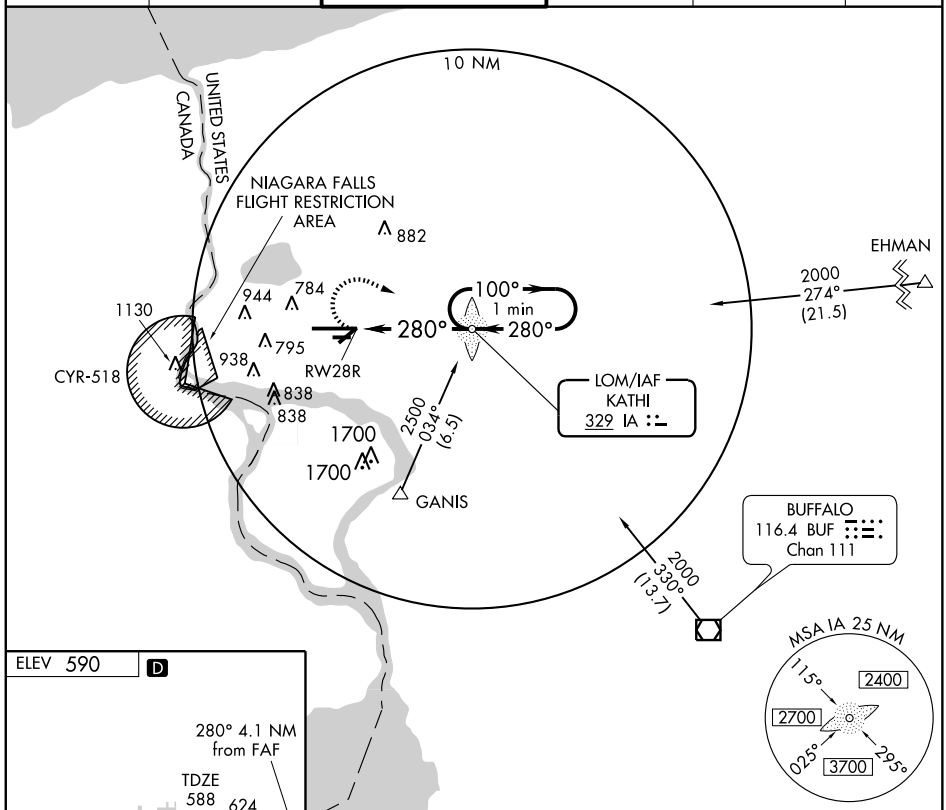
## NIAGARA FALLS INTL (IAG)

NA

MALSR

MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |

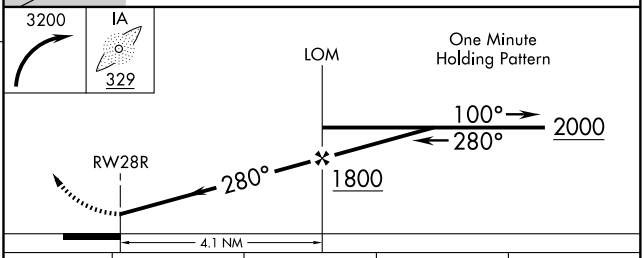






REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28R | 1000/40 412 (500-¾) | | | 1000/50 412 (500-1) |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | 1180-2 590 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 9129 |
|---|---|---|
| 110° | TDZE | 589 |
| | Apt Elev | 590 |

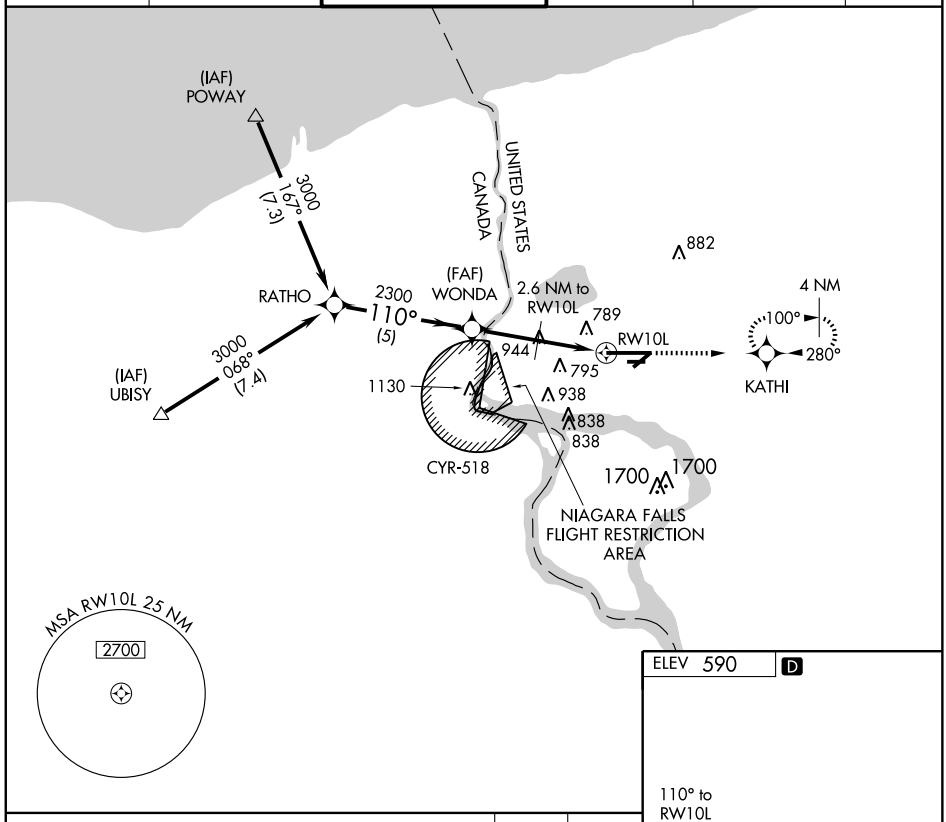
# RNAV (GPS) RWY 10L

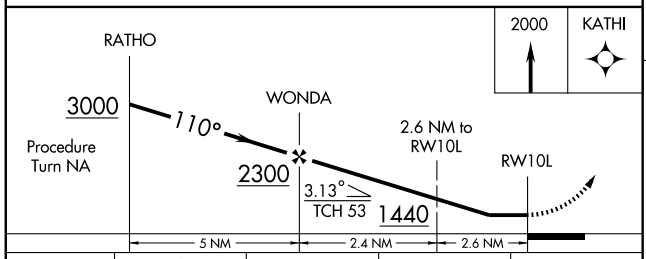
NIAGARA FALLS INTL (IAG)

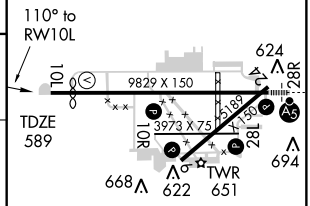
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 451 (500-1) | | 1040-1¼ 451 (500-1¼) | 1040-1½ 451 (500-1½) |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | 1180-2 590 (600-2) |

REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

NE-2. 08 APR 2010 to 06 MAY 2010

# TACAN RWY 28R

NIAGARA FALLS INTL (KIAG)

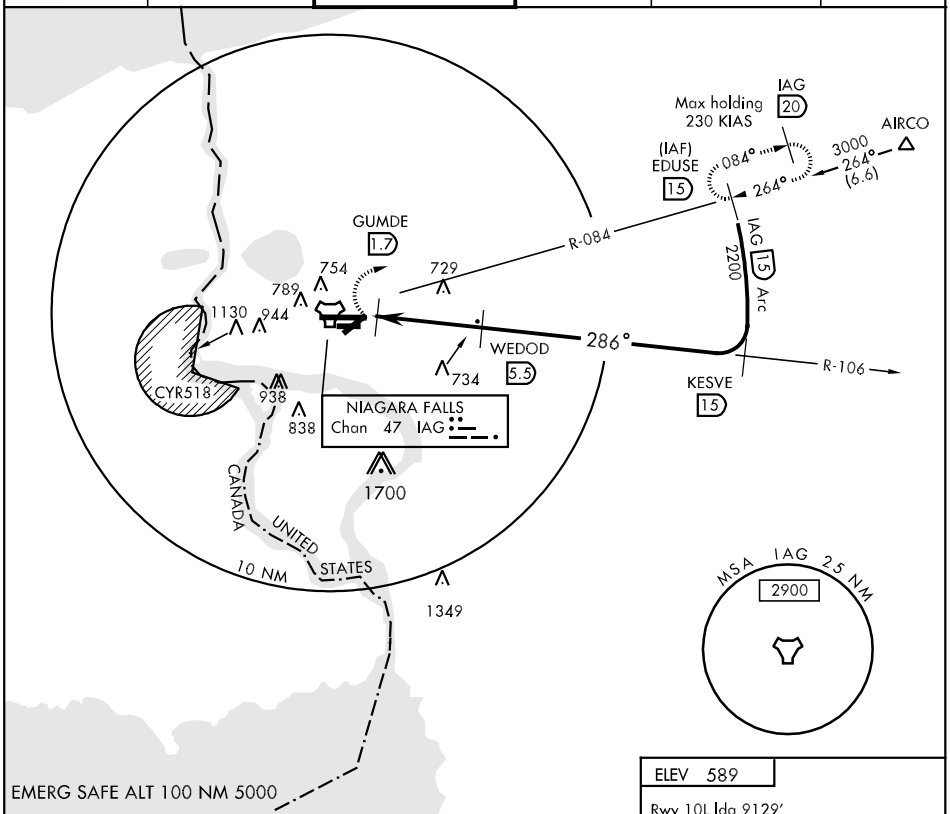
| TACAN IAG Chan 47 | APCH CRS 286° | Rwy ldg 9129 TDZE 588 Arpt Elev 589 | AL-614 [USAF] |
|---|---|---|---|

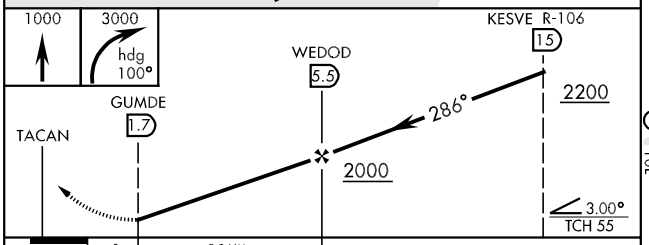
▼ * When SSALR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.
** Circling NA for CAT E south of runway 10L-28R.

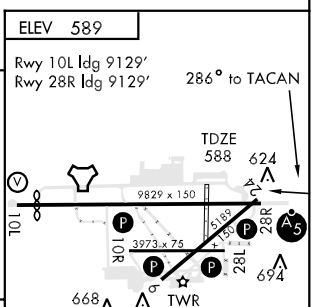
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-28R * | 980/24 392 (400-½) | | | 980/50 392 (400-1) | |
| CIRCLING ** | 1100-1 511 (600-1) | | 1100-1½ 511(600- 1½) | 1360-2½ 771(800-2½) | 1360-2¾ 771(800-2¾) |

REIL Rwy 6, 10R, 24 and 28L (L)
HIRL Rwy 10L-28R (L)
MIRL Rwys 6-24 and 10R-28L (L)

| APP CRS | Rwy Idg | 4205 |
|---|---|---|
| 014° | TDZE | 1023 |
| | Apt Elev | 1025 |

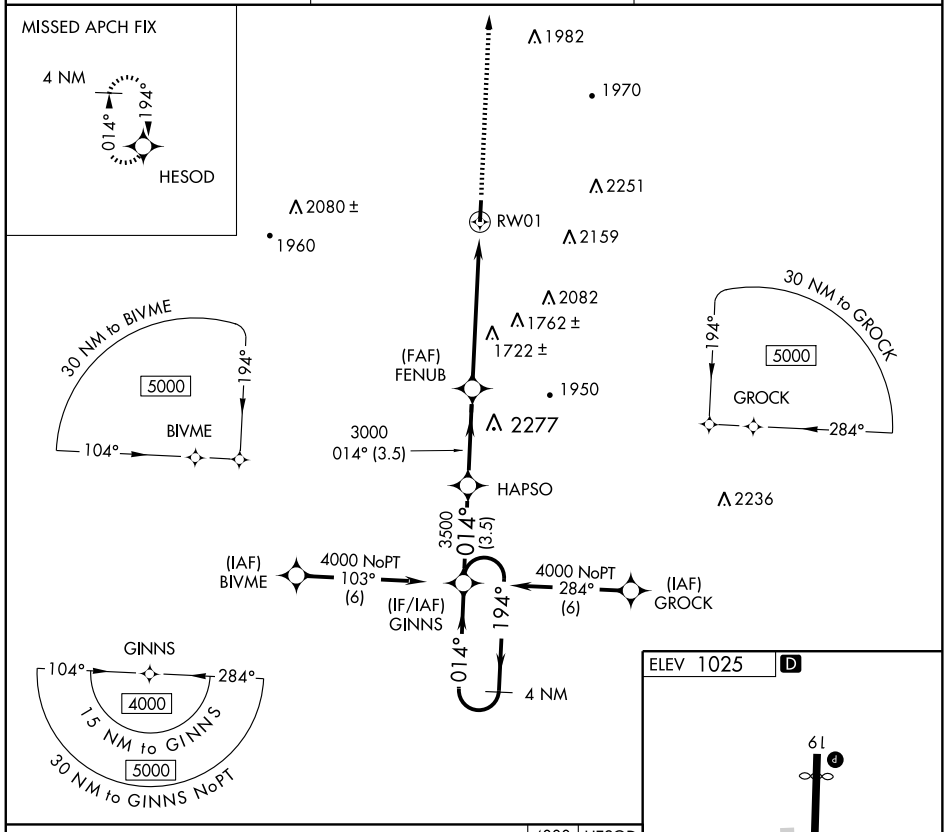
# RNAV (GPS) RWY 1

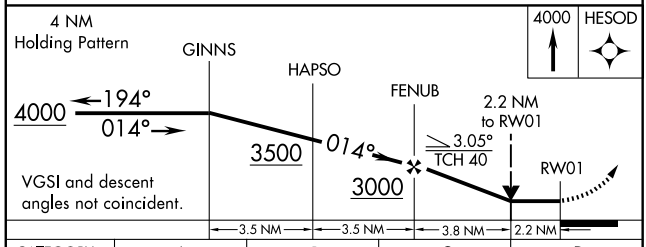
NORWICH / LT. WARREN EATON (OIC)

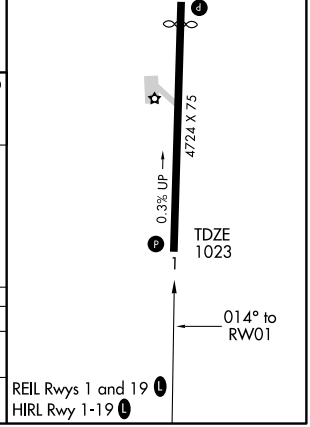
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1980-1¼ 957 (1000-1¼) | 1980-1½ 957 (1000-1½) | 1980-3 | 957 (1000-3) |
| CIRCLING | 2140-1¼ 1115 (1200-1¼) | 2160-1½ 1135 (1200-1½) | 2160-3 1135 (1200-3) | 2220-3 1195 (1200-3) |

REIL Rwys 1 and 19 L
HIRL Rwy 1-19 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4205 |
|---|---|---|
| 194° | TDZE | 1025 |
| | Apt Elev | 1025 |

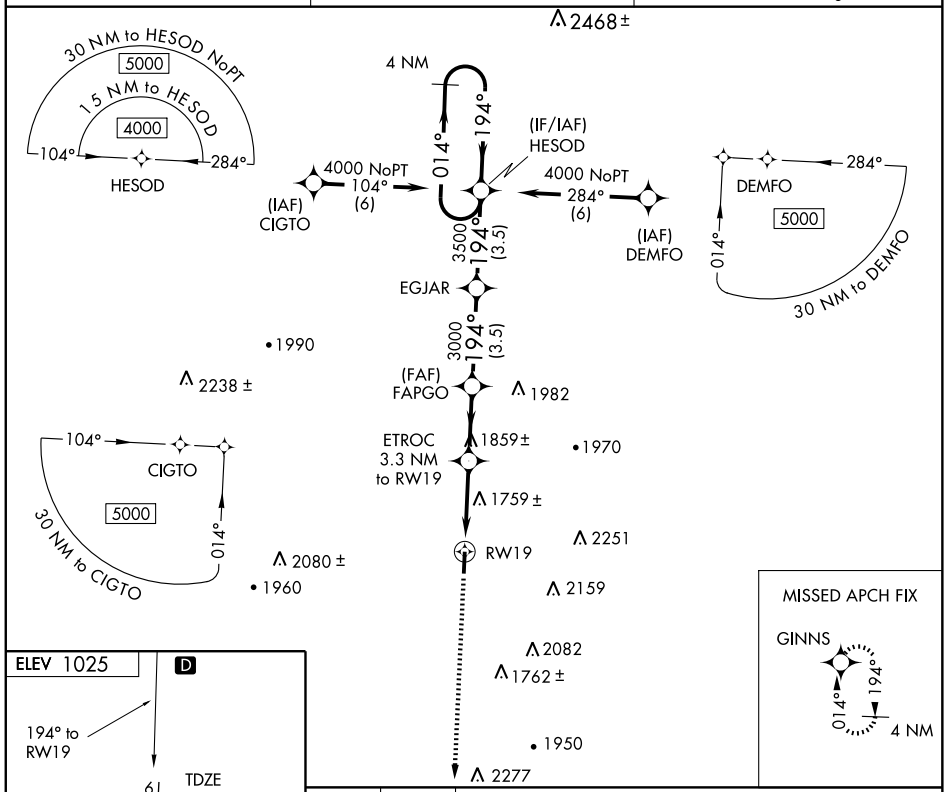
# RNAV (GPS) RWY 19

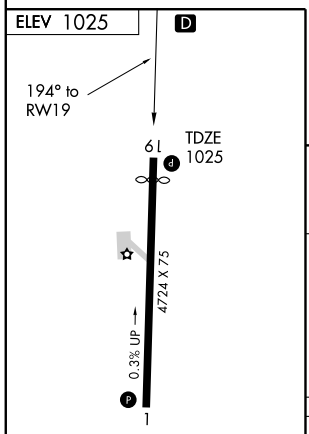
NORWICH / LT. WARREN EATON (OIC)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. Cat D straight-in minima NA when using Binghamton altimeter setting.

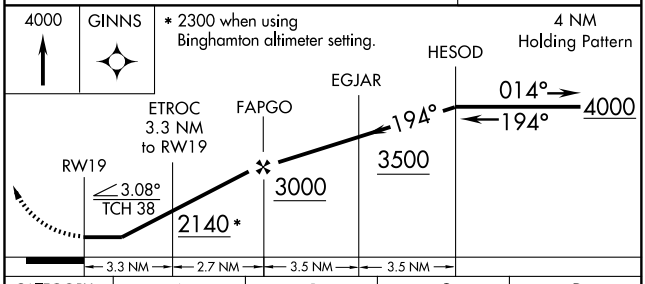
MISSED APPROACH: Climb to 4000 direct GINNS and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |




HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2020-1¼<br>995 (1000-1¼) | 2020-1½<br>995 (1000-1½) | 2020-3 | 995 (1000-3) |
| CIRCLING | 2140-1¼<br>1115 (1200-1¼) | 2160-1½<br>1135 (1200-1½) | 2160-3<br>1135 (1200-3) | 2220-3<br>1195 (1200-3) |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME RKA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 Chan 73 | 307° | TDZE | N/A |
| | | Apt Elev | 1025 |

# VOR/DME-A

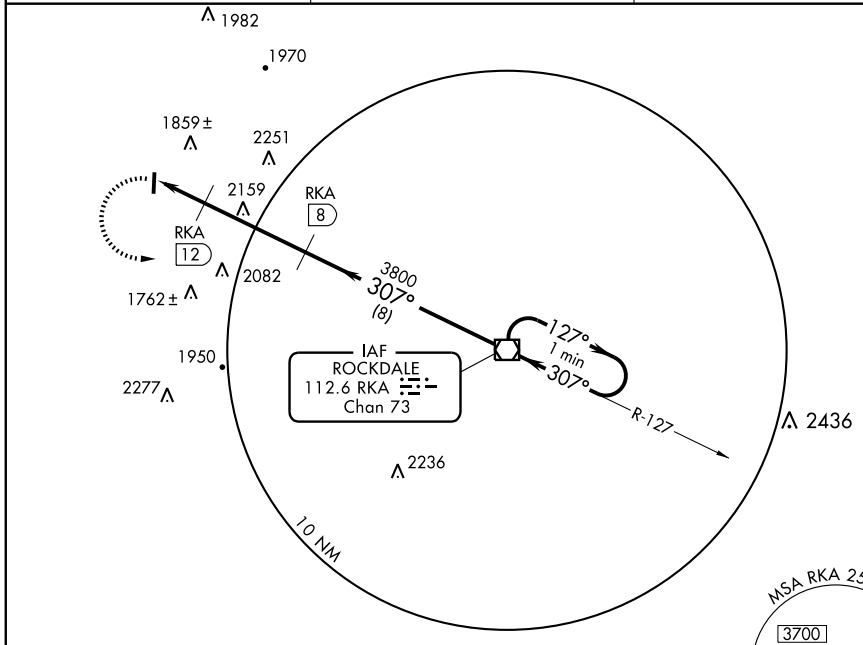
## NORWICH / LT. WARREN EATON (OIC)

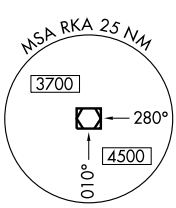
If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |



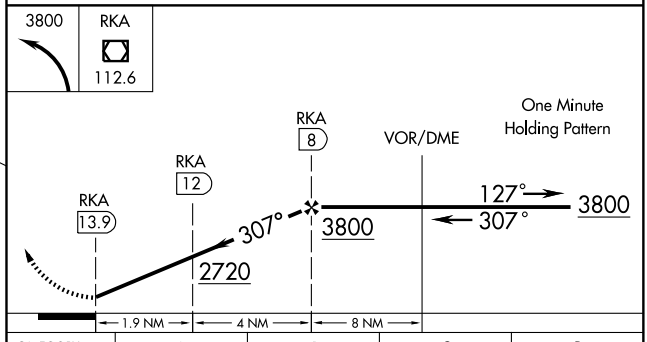




ELEV 1025 D




307° 5.9 NM from FAF

NoPT for arrivals on RKA VOR/DME airway radials 086 CW 155.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2140-1¼ 1115 (1200-1¼) | 2160-1½ 1135 (1200-1½) | 2160-3 1135 (1200-3) | 2220-3 1195 (1200-3) |

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-OGS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 110.7 | 269° | TDZE | 297 |
| Chan 44 | | Apt Elev | 297 |

# LOC RWY 27

## OGDENSBURG INTL (OGS)

NA

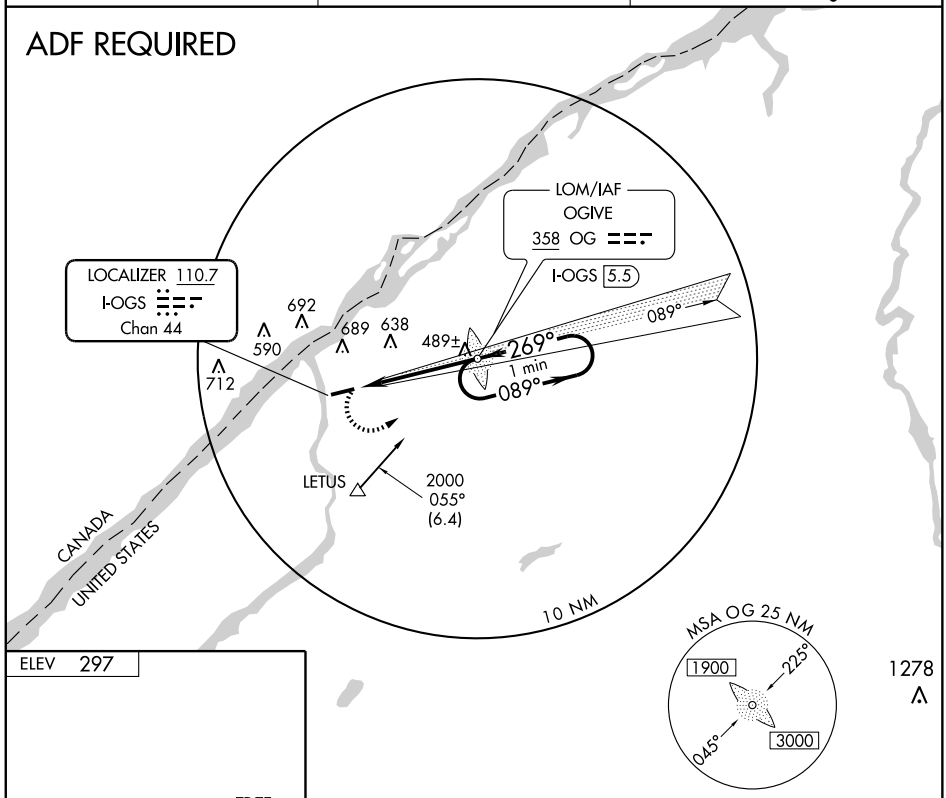
Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

MALS

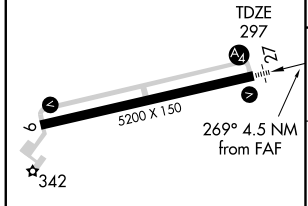
MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) |

ADF REQUIRED

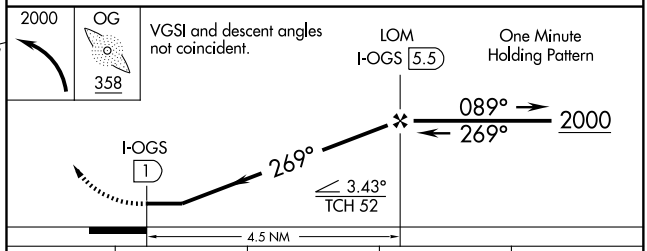



ELEV 297




HIRL Rwy 9-27

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 740-1 443 (500-1) | | 740-1¼ 443 (500-1¼) | 740-1½ 443 (500-1½) |
| CIRCLING | 740-1 443 (500-1) | 1000-1 703 (800-1) | 1000-2 703 (800-2) | 1000-2¼ 703 (800-2¼) |

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 269° | TDZE | 297 |
| | Apt Elev | 297 |

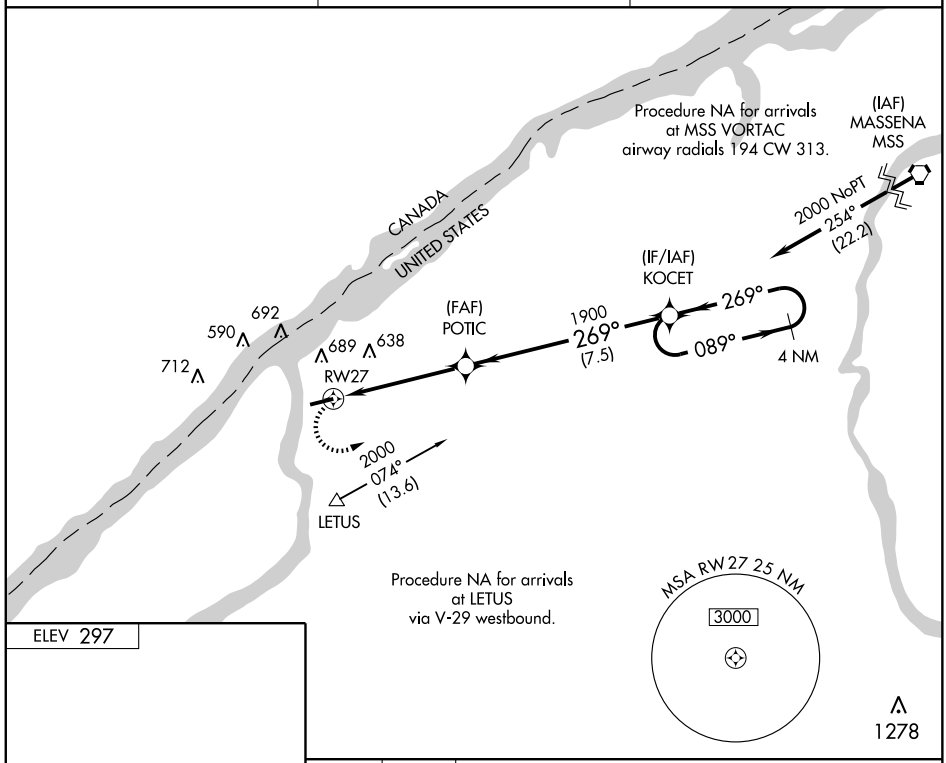
# RNAV (GPS) RWY 27
## OGDENSBURG INTL (OGS)

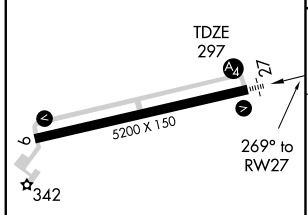
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

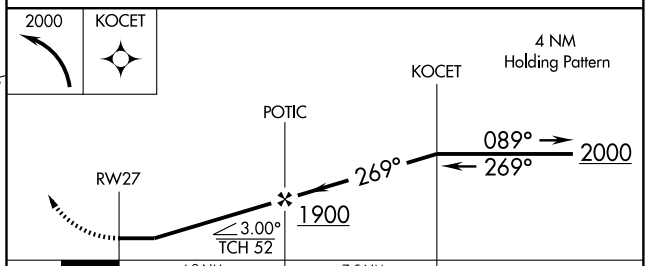
MALS

MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780 - 1 483 (500-1) | | 780-1¼ 483 (500-1¼) | 780-1½ 483 (500-1½) |
| CIRCLING | 780-1 483 (500-1) | 1000-1 703 (800-1) | 1000-2 703 (800-2) | 1000-2¼ 703 (800-2¼) |

HIRL Rwy 9-27

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-OLE | APP CRS | Rwy Idg | 4600 |
|---|---|---|---|
| 109.3 | 223° | TDZE | 2132 |
| | | Apt Elev | 2135 |

# LOC RWY 22

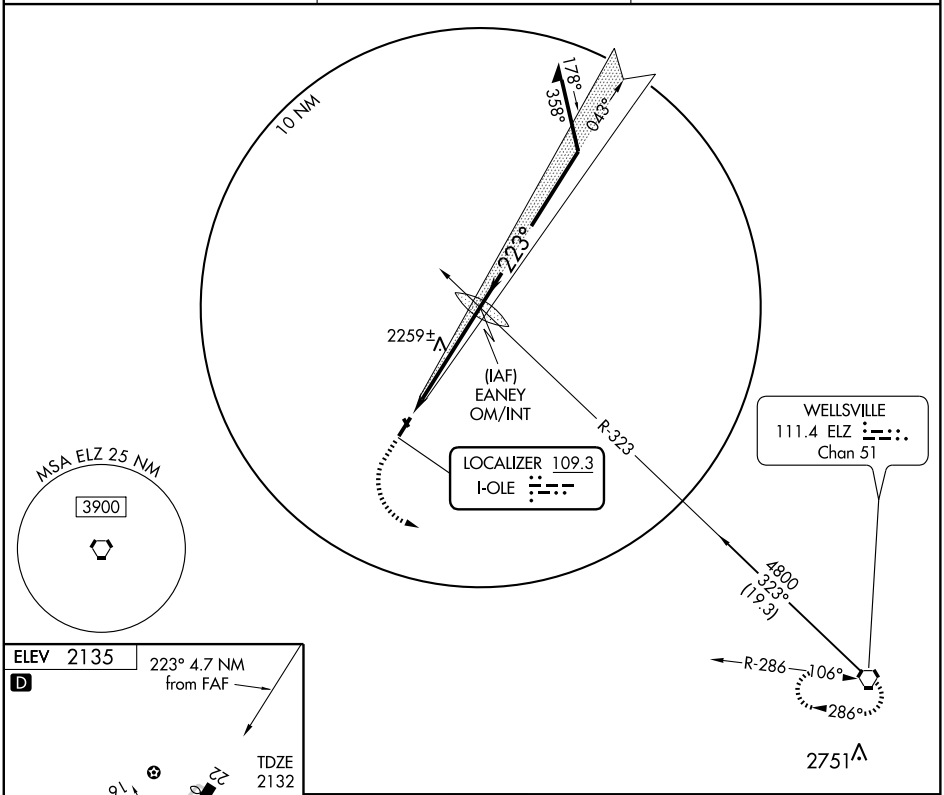
## OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

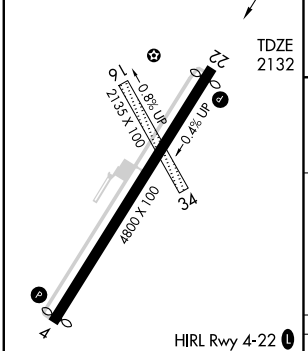
When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

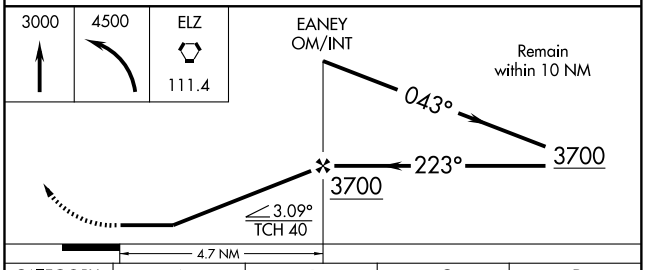
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.850 | 122.8 (CTAF) L |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2520-1 388 (400-1) | | | 2520-1¼ 388 (400-1¼) |
| CIRCLING | 2620-1 485 (500-1) | | 2620-1½ 485 (500-1½) | 2700-2 565 (600-2) |

NE-2, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4700 |
|---|---|---|---|
| CH 53401 | 043° | TDZE | 2132 |
| W04A | | Apt Elev | 2135 |

# RNAV (GPS) RWY 4

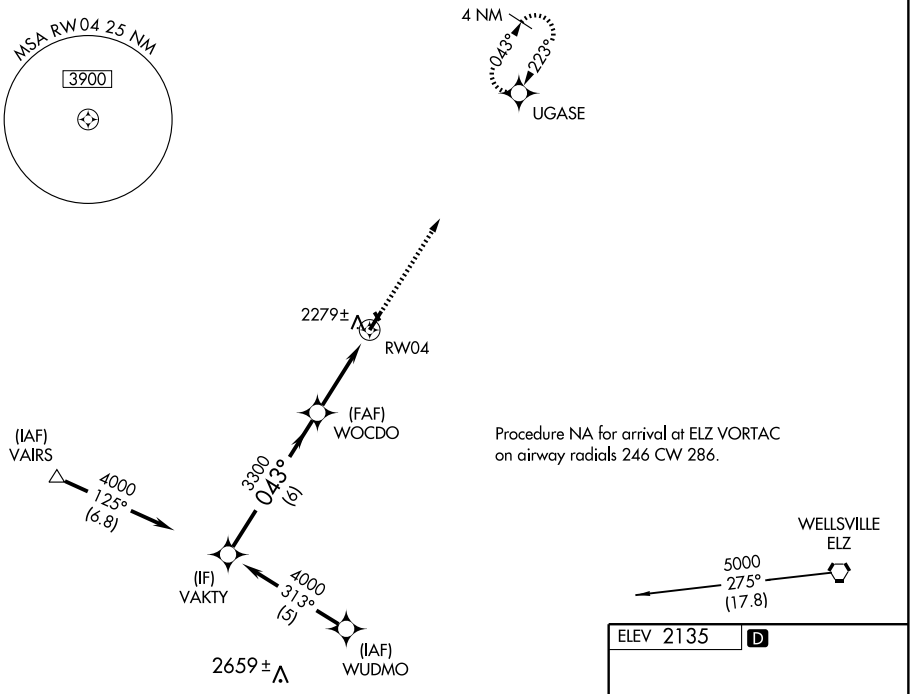
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

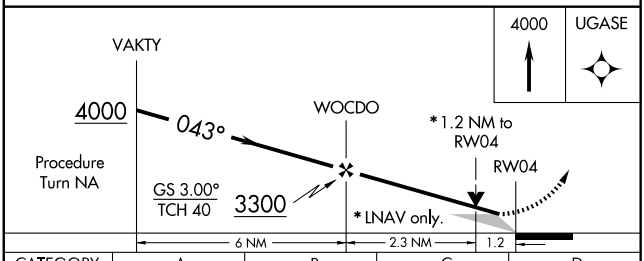
T A NA W

DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

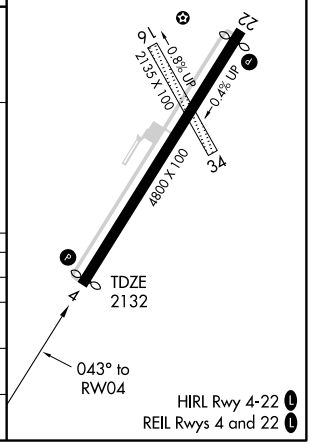
MISSED APPROACH: Climb to 4000 direct UGASE and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.850 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2382-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 2549-1½ 417 (500-1½) | | | |
| LNAV MDA | 2560-1 428 (500-1) | | 2560-1¼ 428 (500-1¼) | 2560-1½ 428 (500-1½) |
| CIRCLING | 2620-1½ 485 (500-1½) | | | 2700-2 565 (600-2) |




NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4600 |
|---|---|---|---|
| CH 99401 | 223° | TDZE | 2132 |
| W22A | | Apt Elev | 2135 |

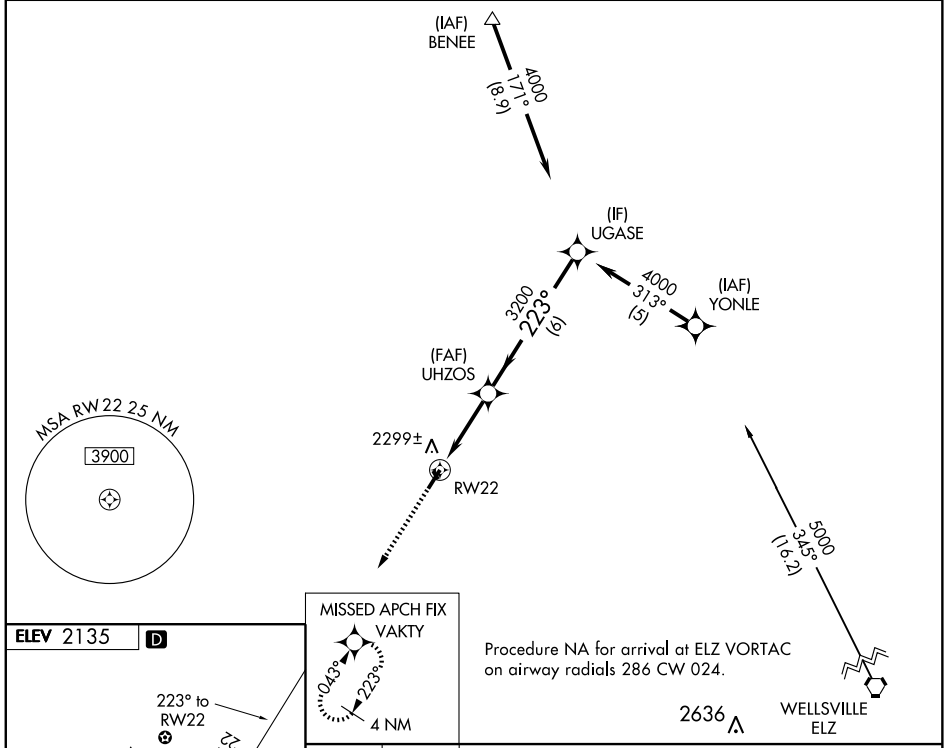
# RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

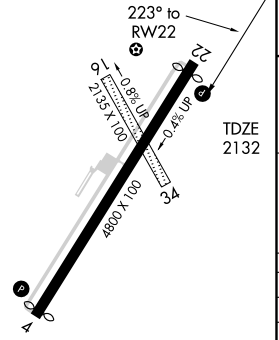
| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.850 | 122.8 (CTAF) L |

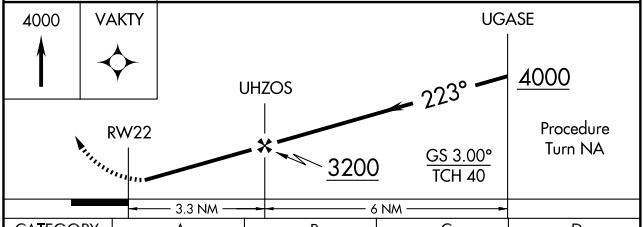



ELEV 2135 D

MISSED APCH FIX
VAKTY
043°
223°
4 NM

Procedure NA for arrival at ELZ VORTAC on airway radials 286 CW 024.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2382-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 2569-1½ 437 (500-1½) | | | |
| LNAV MDA | 2560-1 428 (500-1) | | 2560-1¼ 428 (500-1¼) | 2560-1½ 428 (500-1½) |
| CIRCLING | 2620-1½ 485 (500-1½) | | | 2700-2 565 (600-2) |

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-OZX | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 108.9 | 237° | TDZE | 1758 |
| | | Apt Elev | 1763 |

# LOC RWY 24

## ONEONTA MUNI (N66)

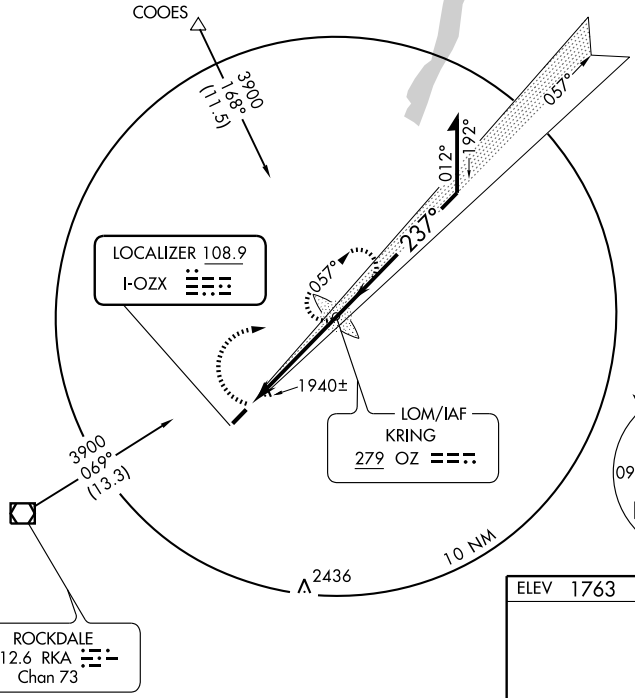
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility ¼ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

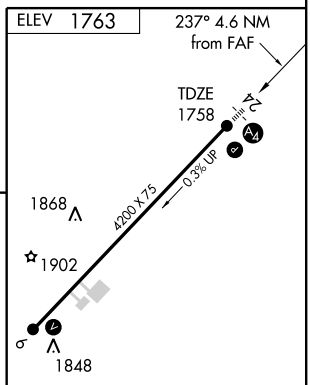
MALS

MISSED APPROACH: Climbing right turn to 3900 direct OZ LOM and hold, continue climb-in-hold to 3900.

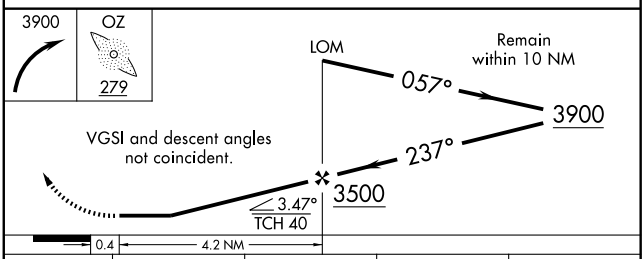
| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |

ADF REQUIRED




MIRL Rwy 6-24
REIL Rwys 6 and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 2220-1 | 462 (500-1) | NA | |
| CIRCLING | 2340-1<br>577 (600-1) | 2380-1<br>617 (700-1) | NA | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NE-2, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 86309 | 057° | TDZE | 1763 |
| W06A | | Apt Elev | 1763 |

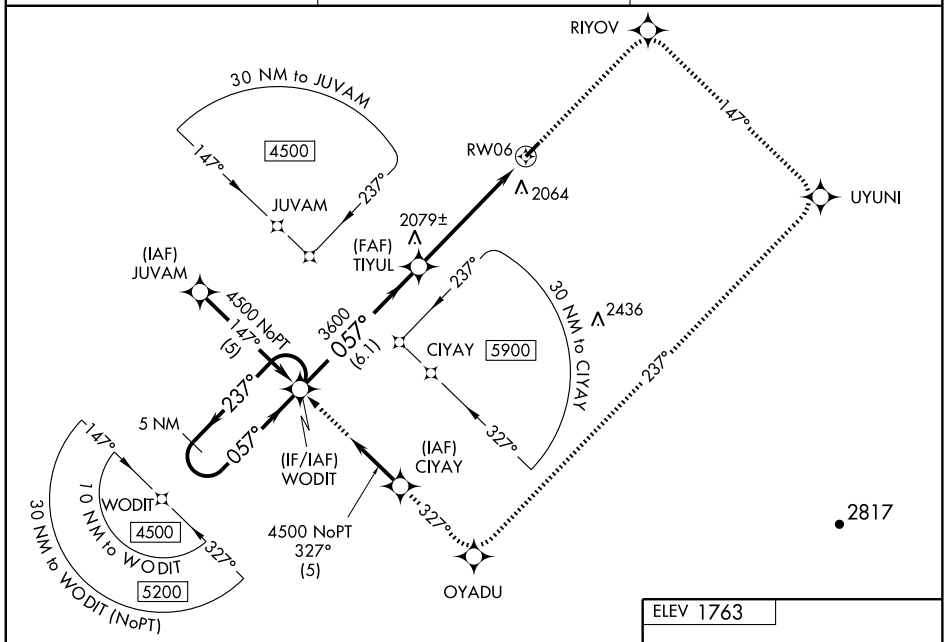
# RNAV (GPS) RWY 6

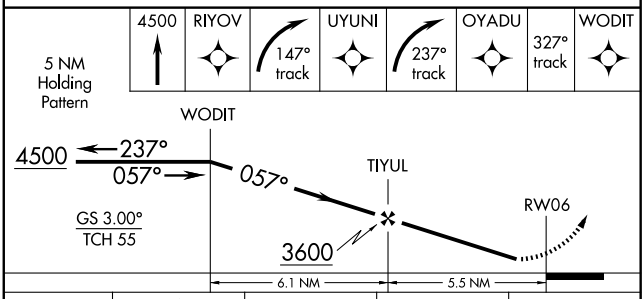
## ONEONTA MUNI (N66)

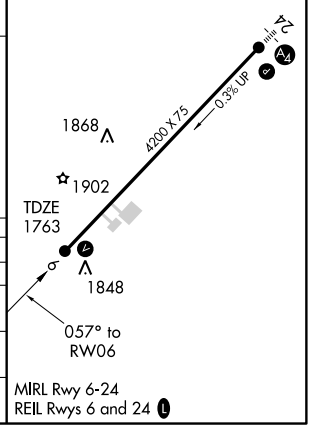
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2075-1 312 (400-1) | | NA | |
| LNAV/VNAV DA | 2351-2 588 (600-2) | | NA | |
| LNAV MDA | 2260-1 497 (500-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

ONEONTA, NEW YORK

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 70409 | 237° | TDZE | 1758 |
| W24A | | Apt Elev | 1763 |

# RNAV (GPS) RWY 24

## ONEONTA MUNI (N66)

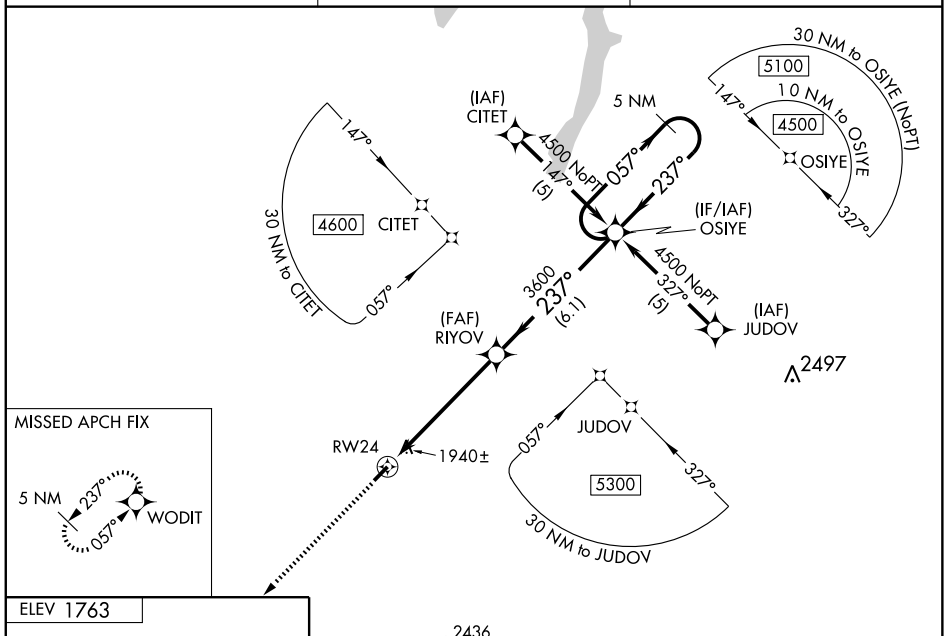
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

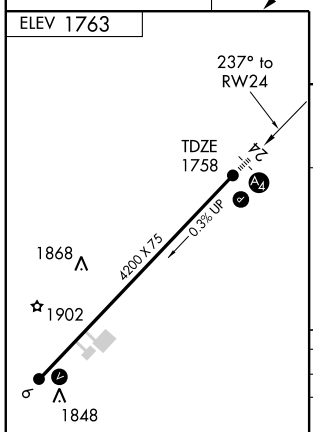
NA

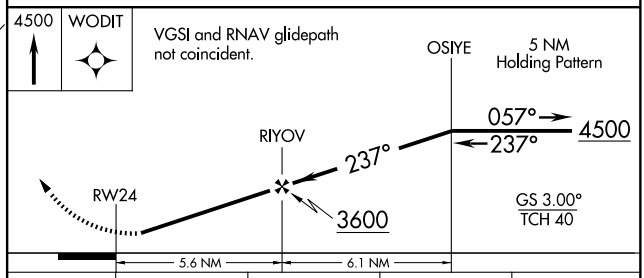
MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2191-1½ 433 (500-1½) | | NA | |
| LNAV/VNAV DA | 2258-1¾ 500 (500-1¾) | | NA | |
| LNAV MDA | 2300-1 542 (600-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME RKA | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 112.6 | 078° | TDZE | 1763 |
| Chan 73 | | Apt Elev | 1763 |

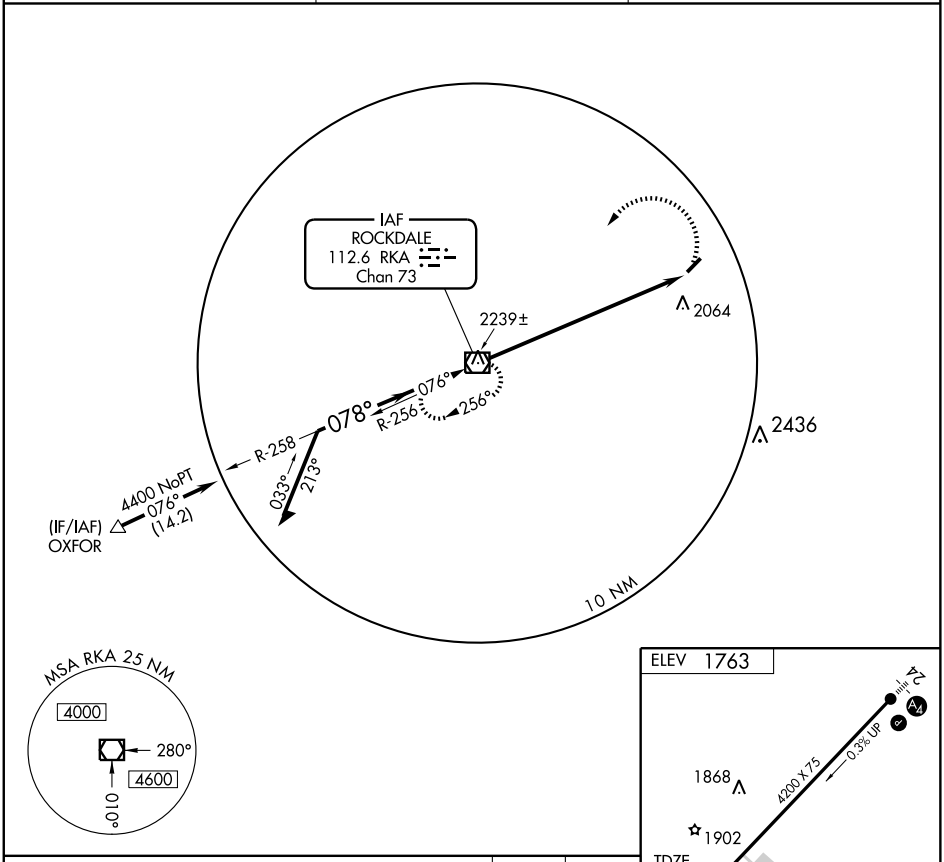
# VOR RWY 6
## ONEONTA MUNI (N66)

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

NA

MISSED APPROACH:
Climbing left turn to 4400 direct RKA VOR/DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |

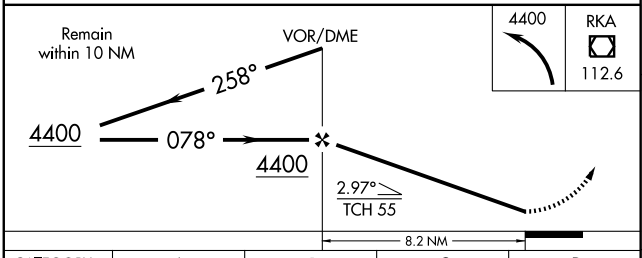









MIRL Rwy 6-24
REIL Rwys 6 and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 2440-1 | 677 (700-1) | NA | |
| CIRCLING | 2440-1 | 677 (700-1) | NA | |

| FAF to MAP 8.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |

NE-2. 08 APR 2010 to 06 MAY 2010

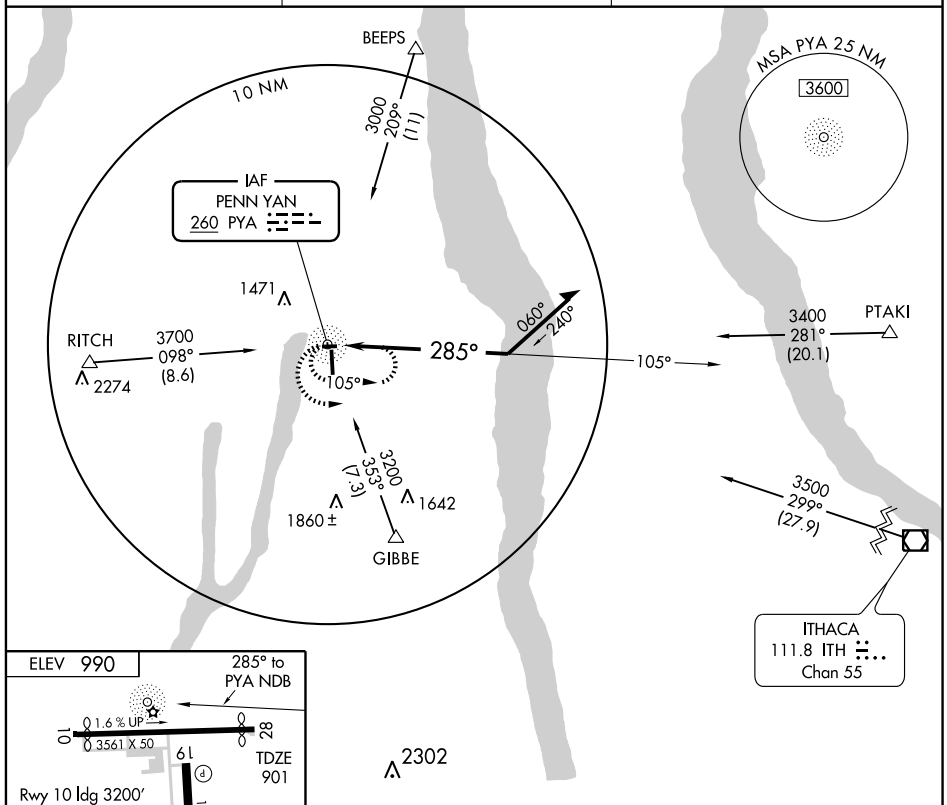
| NDB PYA | APP CRS | Rwy Idg | 3177 |
|---|---|---|---|
| 260 | 285° | TDZE | 901 |
| | | Apt Elev | 990 |

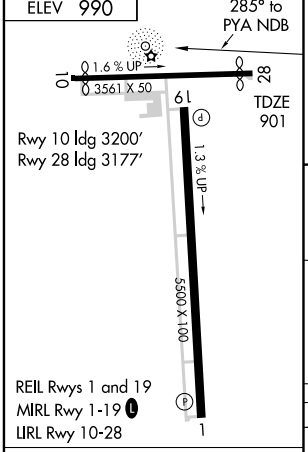
# NDB RWY 28
PENN YAN (PEO)

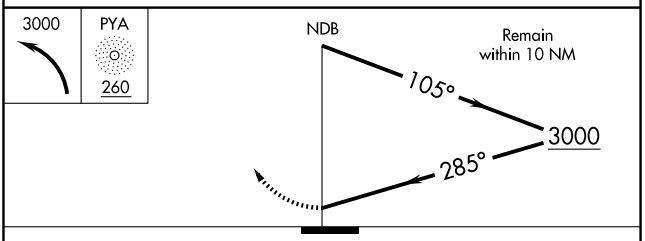
NA

MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

| ASOS | ELMIRA APP CON* | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1600-1 | 699 (700-1) | 1600-2<br>699 (700-2) | 1600-2¼<br>699 (700-2¼) |
| CIRCLING | 1600-1 | 610 (700-1) | 1680-2<br>690 (700-2) | 1780-2½<br>790 (800-2½) |

NE-2. 08 APR 2010 to 06 MAY 2010

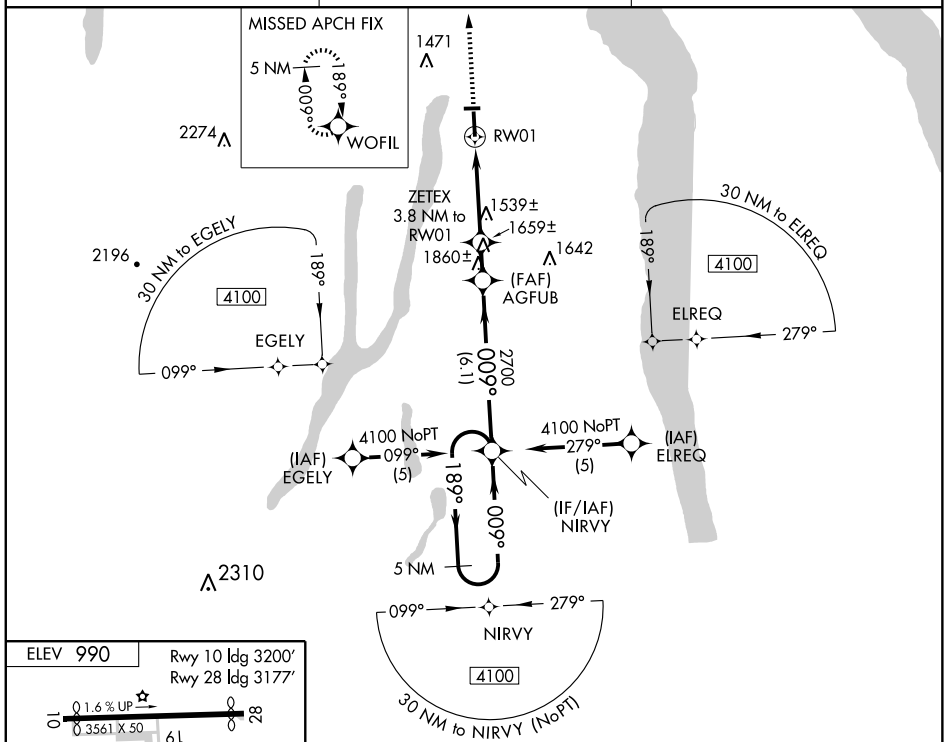
| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 99507 | 009° | TDZE | 990 |
| W01A | | Apt Elev | 990 |

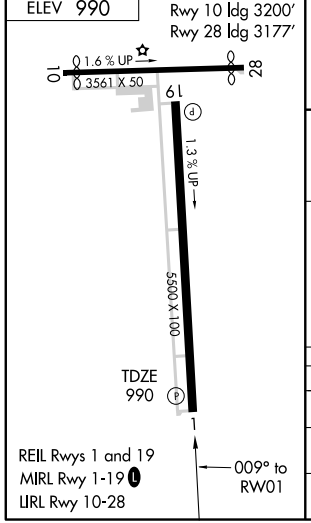
# RNAV (GPS) RWY 1
PENN YAN (PEO)

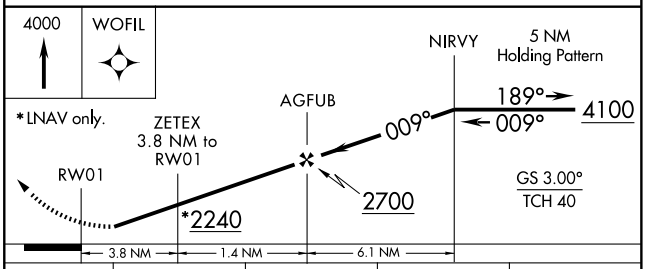
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

| ASOS | ELMIRA APP CON★ | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1360-1¼ 370 (400-1¼) | | | |
| LNAV MDA | 1800-1<br>810 (900-1) | 1800-1¼<br>810 (900-1¼) | 1800-2¼<br>810 (900-2¼) | 1800-2½<br>810 (900-2½) |
| CIRCLING | 1800-1<br>810 (900-1) | 1800-1¼<br>810 (900-1¼) | 1800-2¼<br>810 (900-2¼) | 1800-2½<br>810 (900-2½) |

NE-2, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 189° | TDZE | 968 |
| | Apt Elev | 990 |

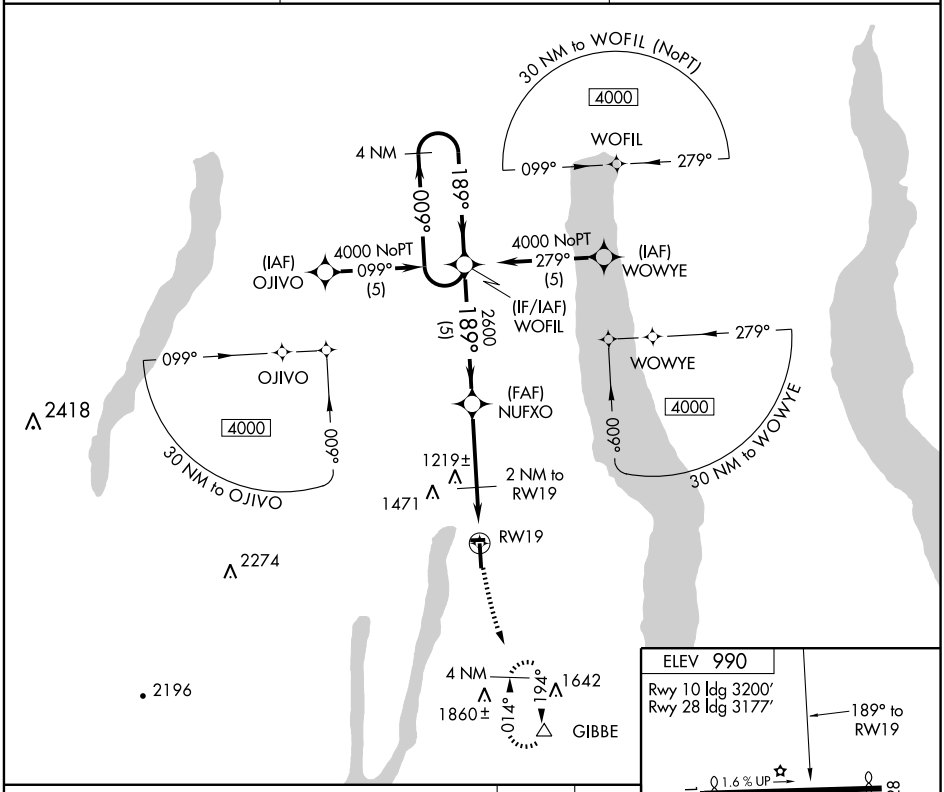
# RNAV (GPS) RWY 19
PENN YAN (PEO)

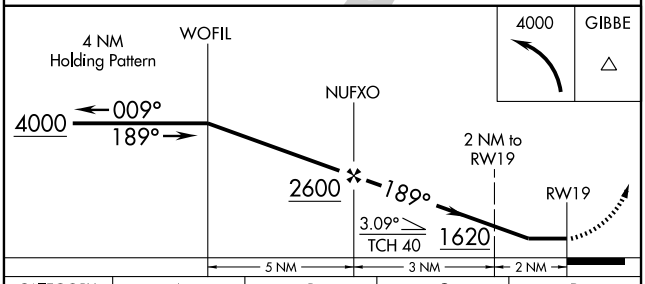
T
A NA

DME/DME RNP-0.3 NA.

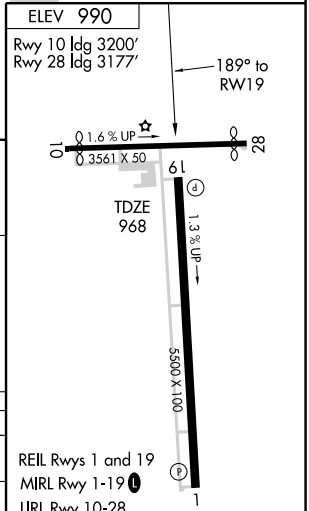
MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

| ASOS | ELMIRA APP CON★ | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 432 (500-1) | | 1400-1¼ 432 (500-1¼) | 1400-1½ 432 (500-1½) |
| CIRCLING | 1480-1 490 (500-1) | 1600-1 610 (700-1) | 1680-2 690 (700-2) | 1780-2½ 790 (800-2½) |



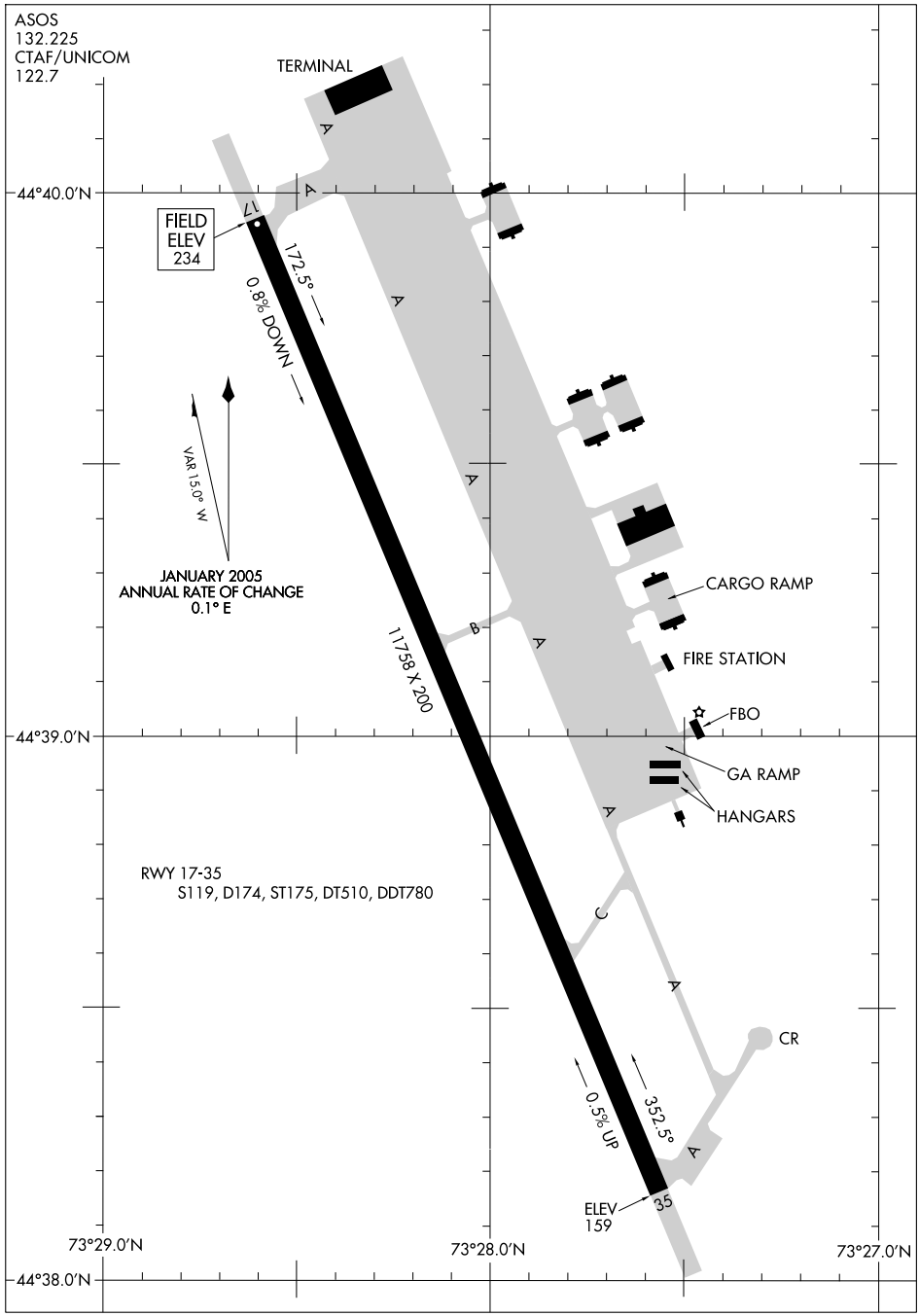

NE-2. 08 APR 2010 to 06 MAY 2010

09071

# AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

# HI-VOR/DME or TACAN RWY 35

| VORTAC PLB | APCH CRS | Rwy ldg 11,759 |
|---|---|---|
| 116.9 | 332° | TDZE 177 |
| Chan 116 | | Arpt Elev 235 |

JAL-729 [USAF]

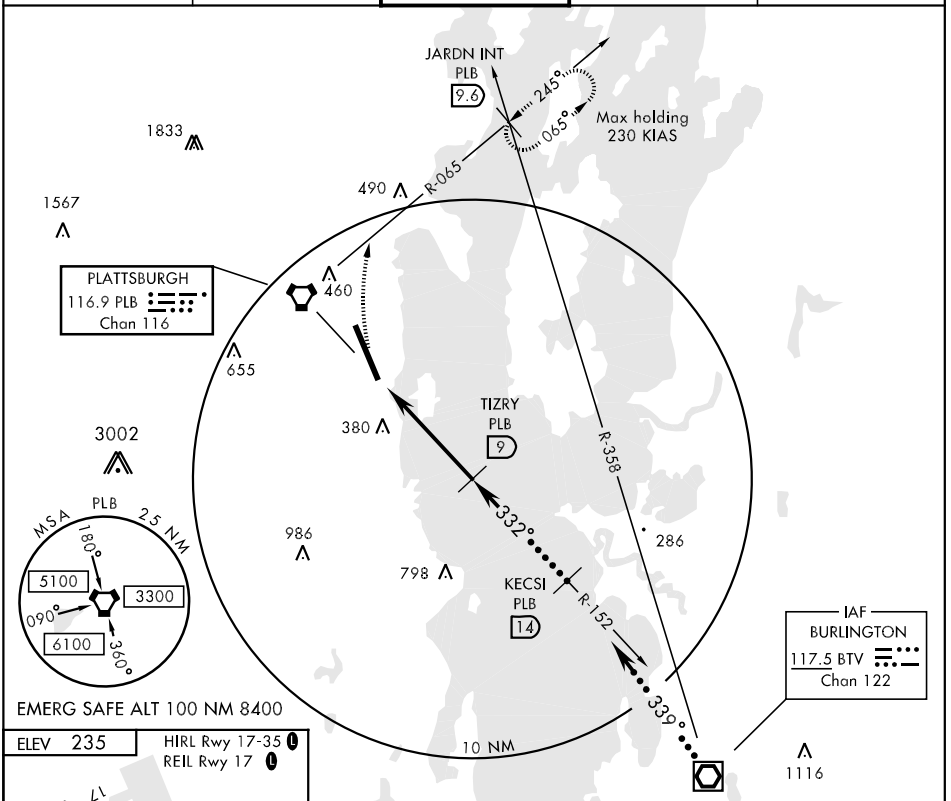
PLATTSBURGH INTL (PBG)

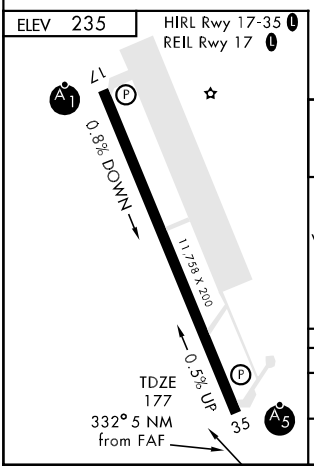
Use Clinton County altimeter setting.

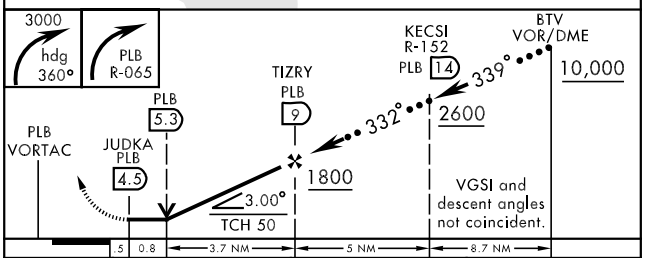
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

| BURLINGTON ★ APP CON | CLINTON COUNTY ASOS | UNICOM | CLNC DEL | |
|---|---|---|---|---|
| 121.1 278.8 | 132.225 | 122.7 (CTAF) | 121.85 | 122.975 L |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-35 | 640-1¼<br>463 (500-1¼) | 640-1½<br>463 (500-1½) | 640-1¾<br>463 (500-1¾) |
| CIRCLING | 720-1½<br>485 (500-1½) | 800-2<br>565 (600-2) | 960-2½<br>725 (800-2½) |

| LOC/DME I-FQV | APP CRS | Rwy Idg 11758 |
|---|---|---|
| 109.7 | 352° | TDZE 177 |
| Chan 34 | | Apt Elev 234 |

# ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
NA VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

| ASOS | BURLINGTON APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |

1703 ±
1830
1567
3002
985
343 ±
319±
379±
480
JARDN INT PLB 9.6
245°
065°
R-065
R-358
BTV
MSA PLB 25 NM
180°
5100
090°
3400
6100
360°
PLATTSBURGH 116.9 PLB Chan 116
DME REQUIRED
10 NM
LOCALIZER 109.7 I-FQV Chan 34
Maximum holding airspeed 230 KIAS
LOM HERRO BT 382
BAVDE I-FQV 8.3
2200
(6.1)
352°
172°
3000 NoPT
308°
(7.8)
(IF/IAF) CAPNU I-FQV 14.4
IAF BURLINGTON 117.5 BTV Chan 122
Procedure NA for arrivals on BTV VOR/DME airway radials 311 CW 335.

ALTERNATE MISSED APCH FIX
326°
146°
326°
HERRO BT 382

ELEV 234
402±
0.8% DOWN
11758X200
0.5% UP
361
TDZE 177
35
352° 6.1 NM from FAF
REIL 17 L
HIRL Rwy 17-35 L

700
3000
HDG 023° PLB R-065 116.9
JARDN INT PLB 9.6
BAVDE I-FQV 8.3
CAPNU I-FQV 14.4
One Minute Holding Pattern
I-FQV 2.1
I-FQV 3.4
2200
352°
172° 3000
352°
2200
GS 3.00°
TCH 55
1.3 4.9 6.1 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 377-½ 200 (200-½) | | | | |
| S-LOC 35 | 580-½ 403 (400-½) | | 580-¾ 403 (400-¾) | | 580-1 403 (400-1) |
| CIRCLING | 680-1 446 (500-1) | 720-1 486 (500-1) | 720-1½ 486 (500-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 11758 |
|---|---|---|---|
| CH 40402 | 172° | TDZE | 234 |
| W17A | | Apt Elev | 234 |

# RNAV (GPS) RWY 17

## PLATTSBURGH INTL (PBG)

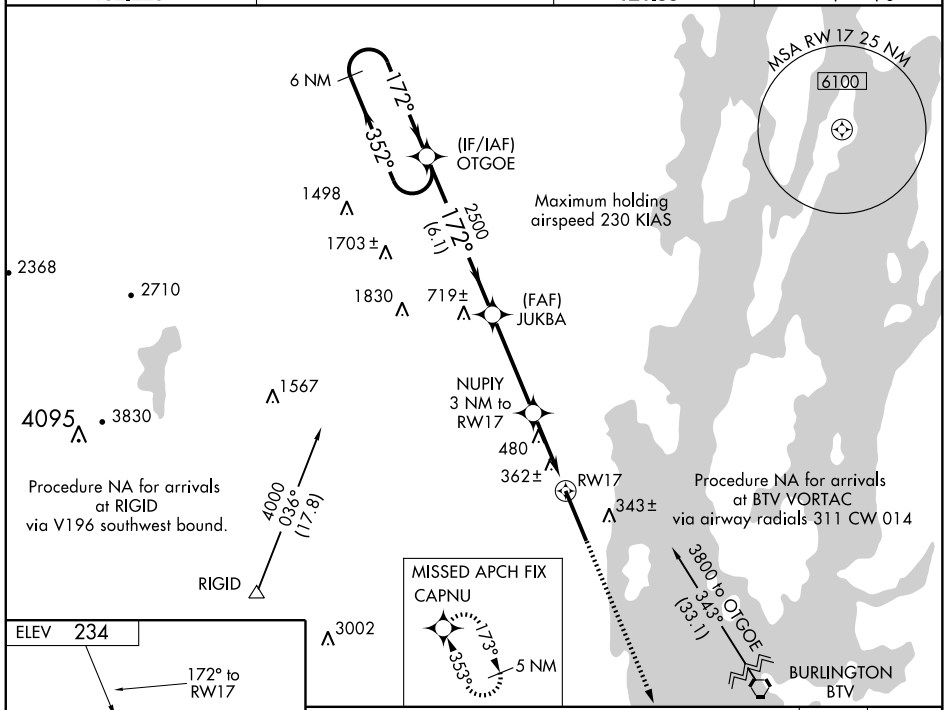
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

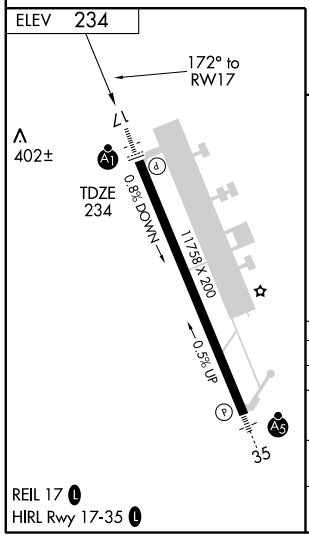
T NA W

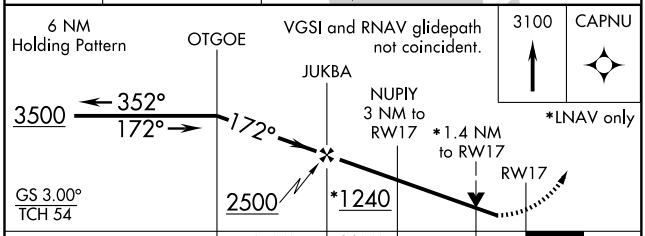
ALSF-1 A1

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 561-¾ 327 (400-¾) | | | | |
| LNAV/VNAV DA | 706-1¼ 472 (500-1¼) | | | | |
| LNAV MDA | 740-¾ 506 (600-¾) | | 740-1 506 (600-1) | | 740-1¼ 506 (600-1¼) |
| CIRCLING | 740-1 506 (600-1) | | 740-1½ 506 (600-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 11758 |
|---|---|---|---|
| CH 78003 | 353° | TDZE | 177 |
| W35A | | Apt Elev | 234 |

# RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

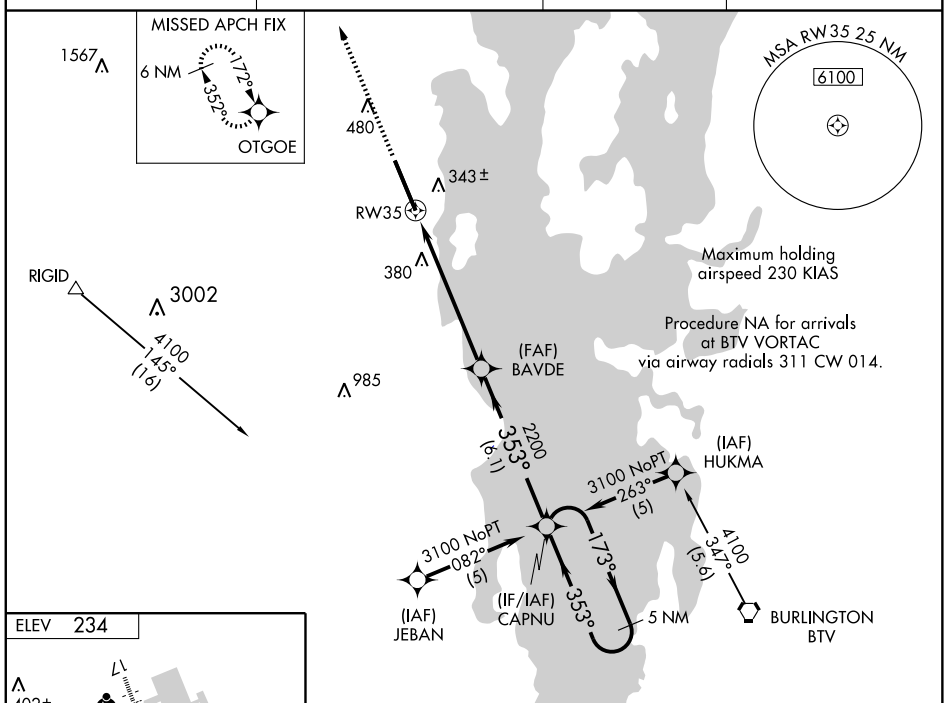
T A NA W

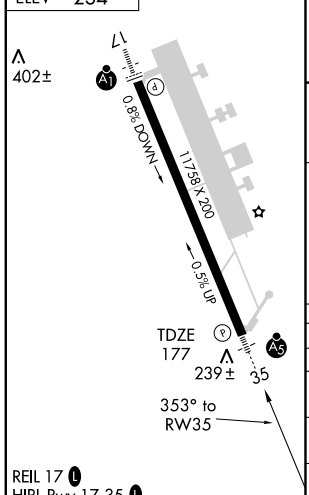
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

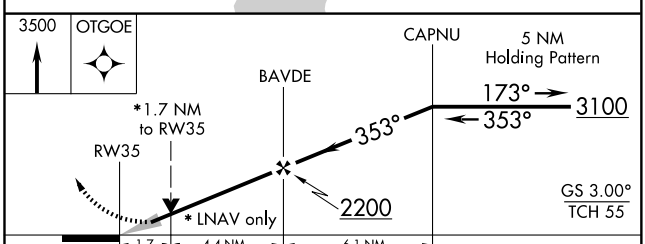
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold.

| ASOS | BURLINGTON APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 427-½ 250 (200-½) | | | | |
| LNAV/ VNAV DA | 537-¾ 360 (400-¾) | | | | |
| LNAV MDA | 700-½ 523 (500-½) | | 700-1 523 (500-1) | 700-1¼ 523 (500-1¼) | |
| CIRCLING | 700-1 466 (500-1) | 720-1 486 (500-1) | 720-1½ 486 (500-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC PLB 116.9 Chan 116 | APP CRS 332° | Rwy Idg 11758 TDZE 177 Apt Elev 235 |
|---|---|---|

# VOR/DME RWY 35

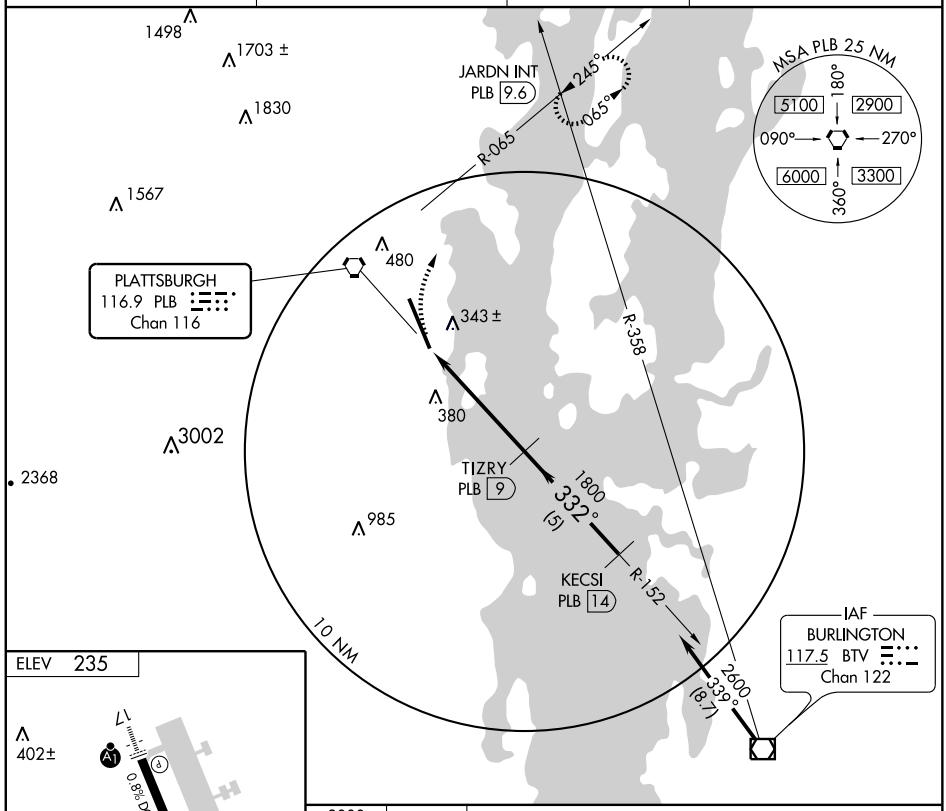
PLATTSBURGH INTL (PBG)

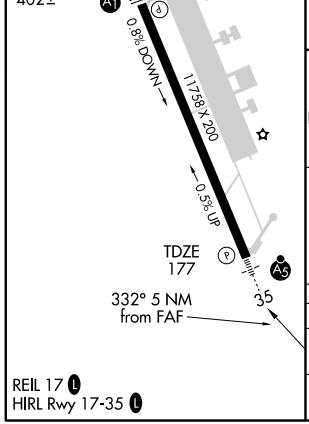
NA — When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

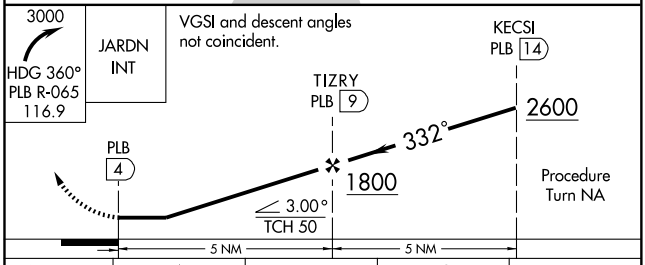
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 640-1 463 (500-1) | | 640-1¼ 463 (500-1¼) | 640-1½ 463 (500-1½) |
| CIRCLING | 700-1 465 (500-1) | | 720-1½ 485 (500-1½) | 800-2 565 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| NDB PTD 400 | APP CRS 235° | Rwy Idg 3705<br>TDZE 474<br>Apt Elev 474 |
|---|---|---|

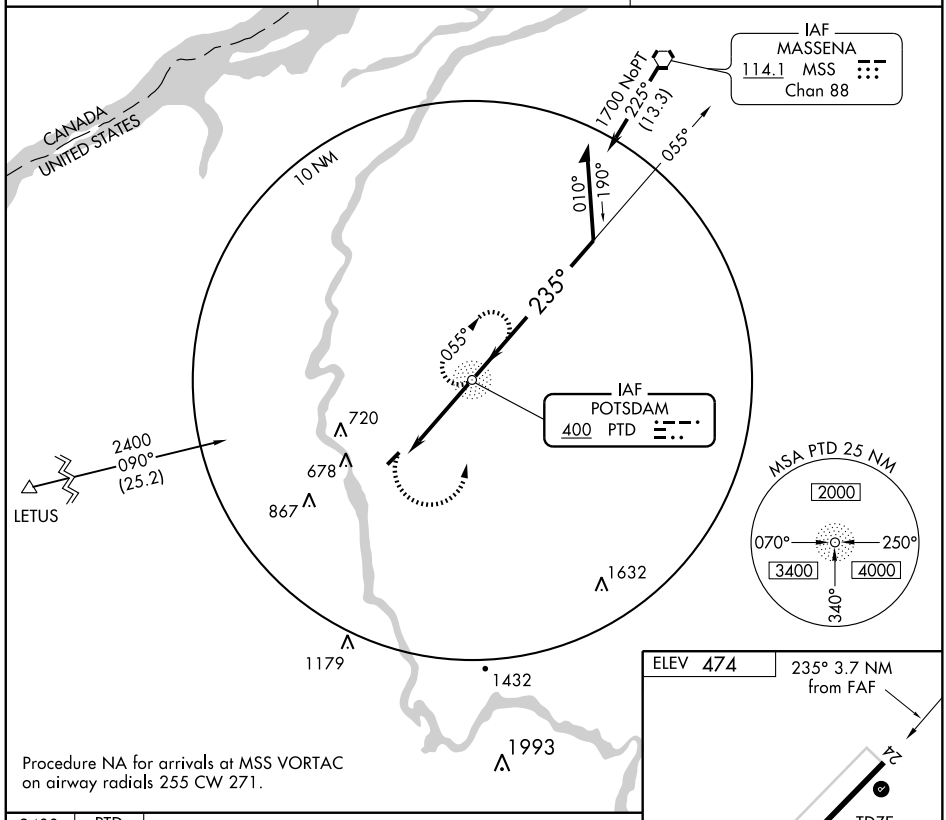
# NDB RWY 24

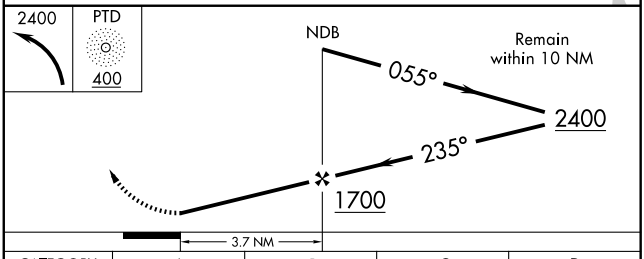
## POTSDAM MUNI (DAMON FIELD) (PTD)

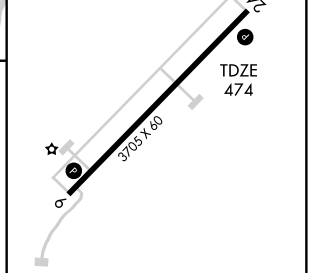
T
NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.325 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 920-1 446 (500-1) | | 920-1¼ 446 (500-1¼) | NA |
| CIRCLING | 920-1 446 (500-1) | 1040-1 566 (600-1) | 1040-1½ 566 (600-1½) | NA |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3705 |
|---|---|---|
| 238° | TDZE | 474 |
| | Apt Elev | 474 |

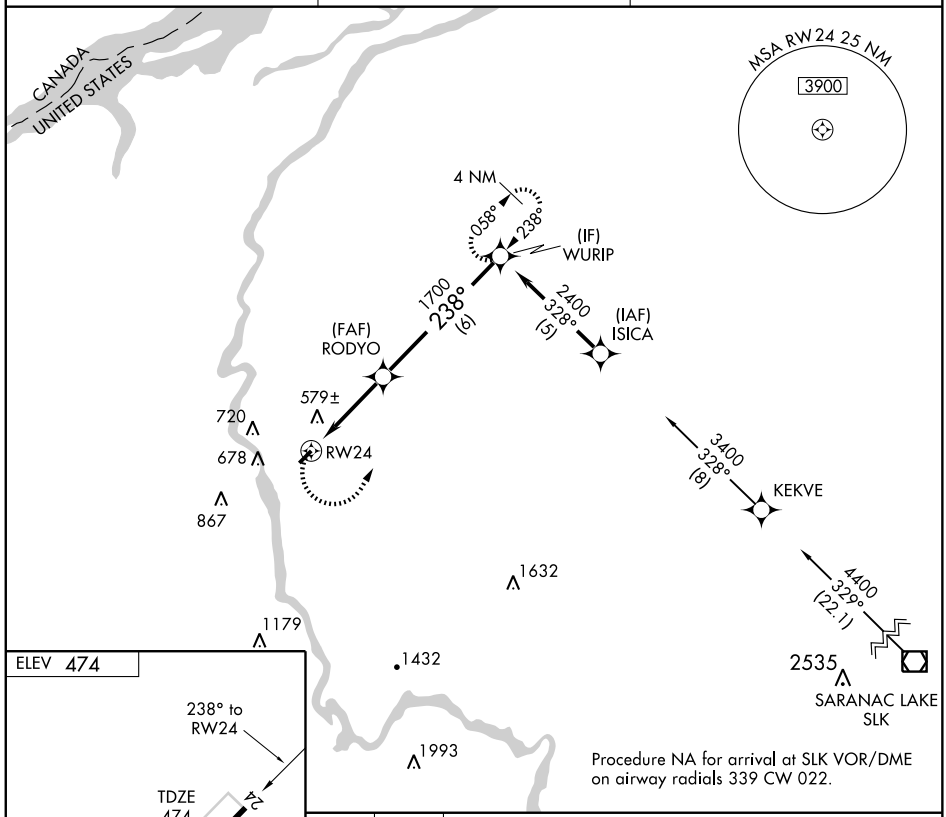
# RNAV (GPS) RWY 24

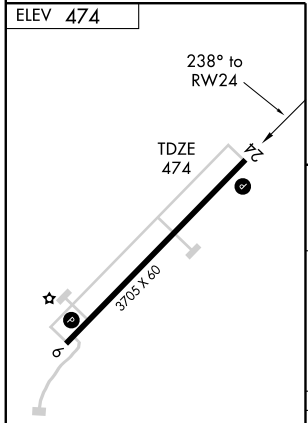
## POTSDAM MUNI (DAMON FIELD) (PTD)

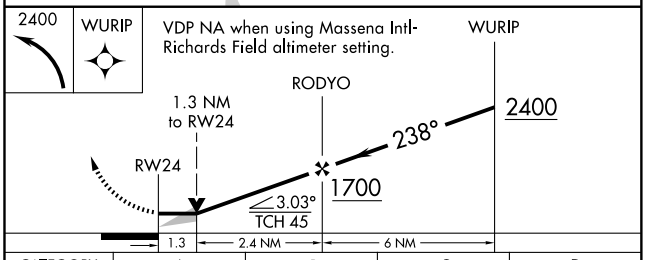
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.325 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 406 (500-1) | | 880-1¼ 406 (500-1¼) | NA |
| CIRCLING | 880-1 406 (500-1) | 1040-1 566 (600-1) | 1040-1½ 566 (600-1½) | NA |

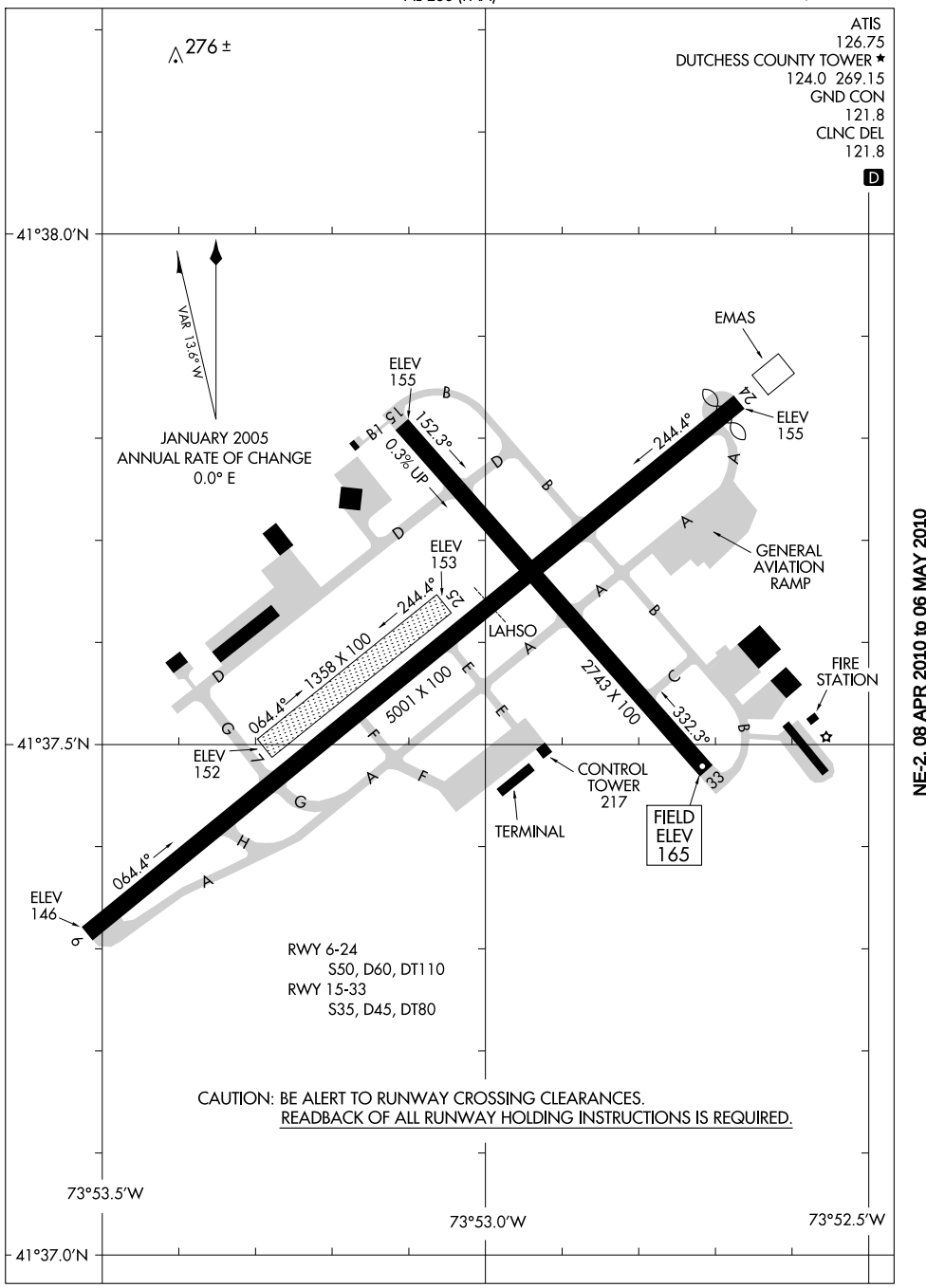
REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-2. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK



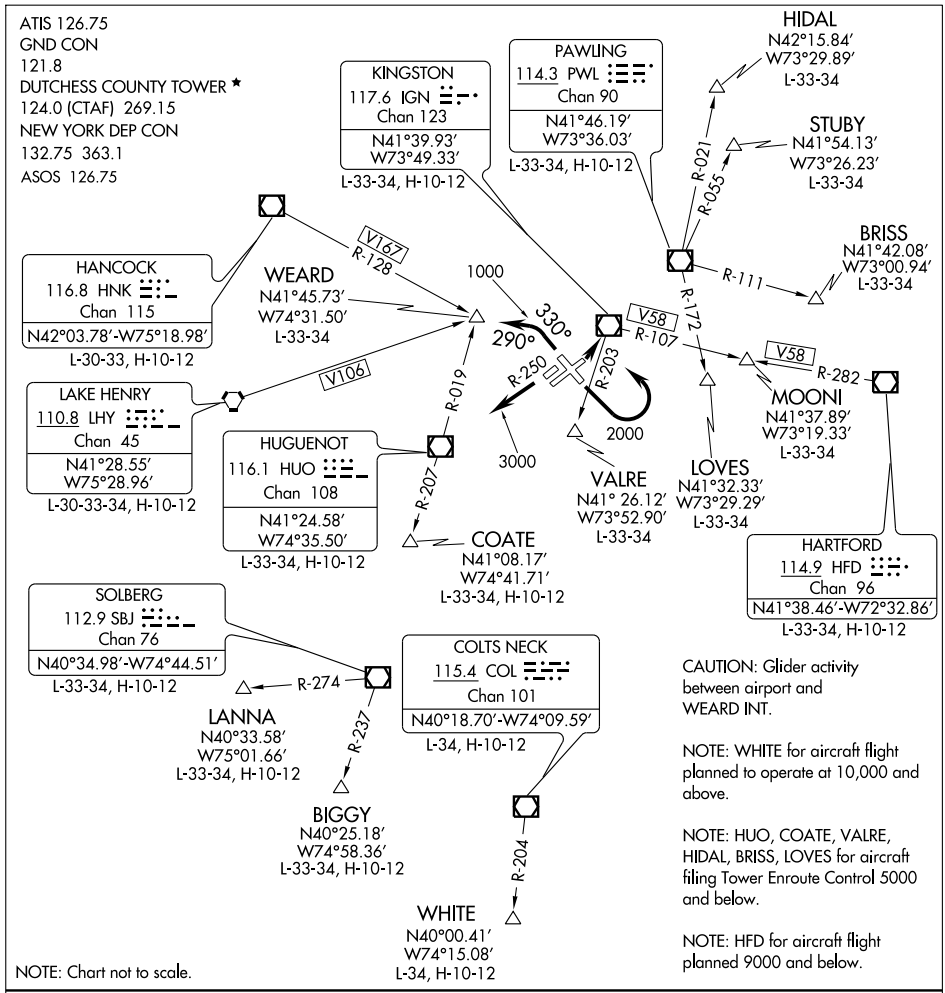

NE-2, 08 APR 2010 to 06 MAY 2010

# DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000′, turn left direct IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000′ turn left heading 290°, maintain 3000′. Thence. . . .

. . . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

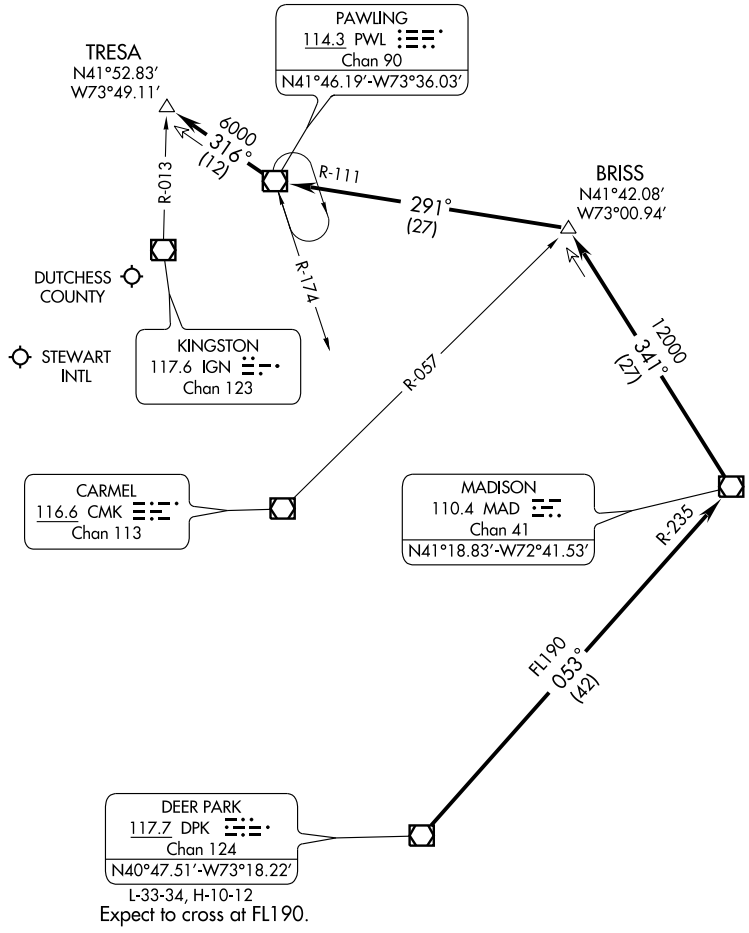
LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

NE-2, 08 APR 2010 to 06 MAY 2010

# HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75




NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-POU | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.3 | 063° | TDZE | 156 |
| | | Apt Elev | 165 |

# ILS or LOC RWY 6

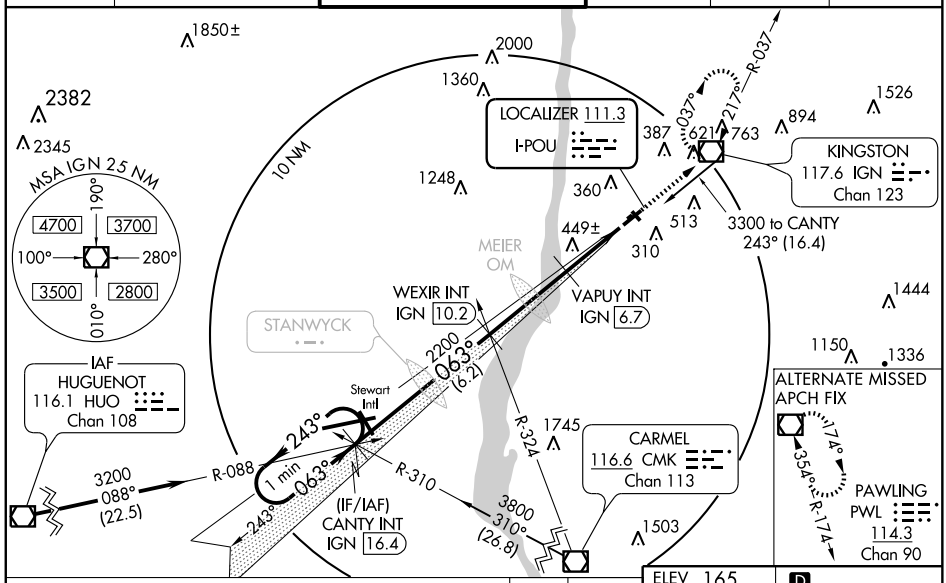
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

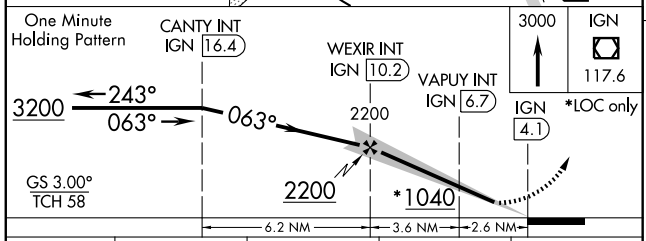
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME.

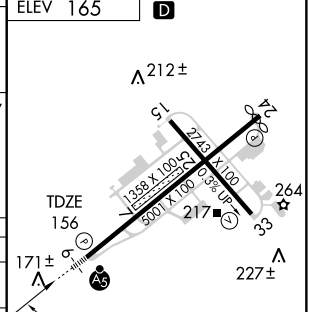
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 469-1 313 (400-1) | | | |
| S-LOC 6 | 1040-1 884 (900-1) | | 1040-2¼ 884 (900-2¼) | 1040-2½ 884 (900-2½) |
| CIRCLING | 1040-1¼ 875 (900-1¼) | | 1040-2¾ 875 (900-2¾) | 1040-3 875 (900-3) |
| VAPUY FIX MINIMUMS** | | | | |
| S-LOC 6 | 640-1 484 (500-1) | | | |
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-2) | 840-2¼ 675 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

| FAF to MAP 6.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 42910 | 063° | TDZE | 156 |
| W06A | | Apt Elev | 165 |

# RNAV (GPS) RWY 6

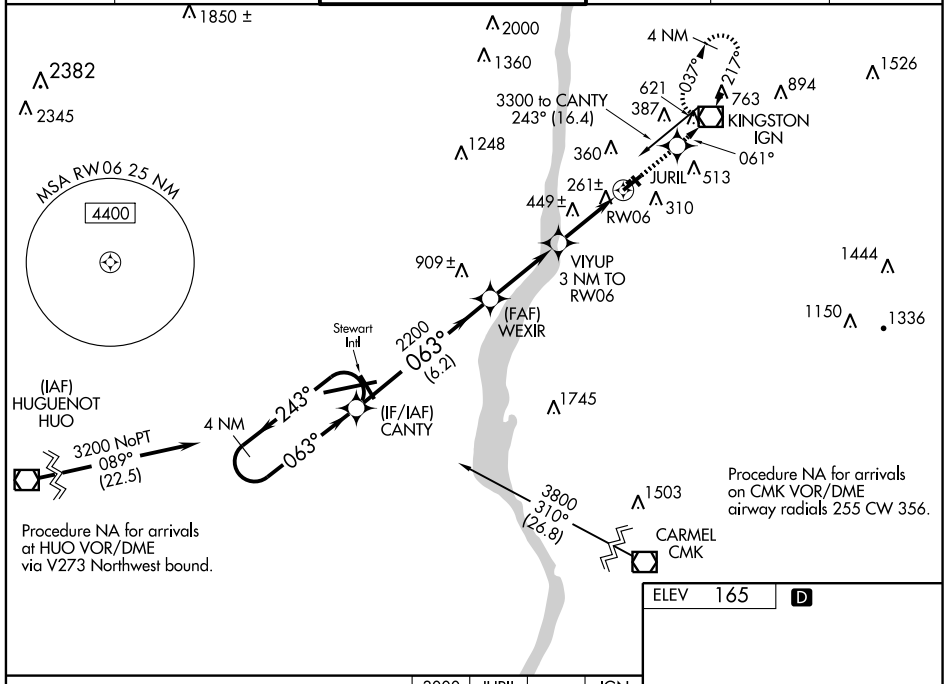
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

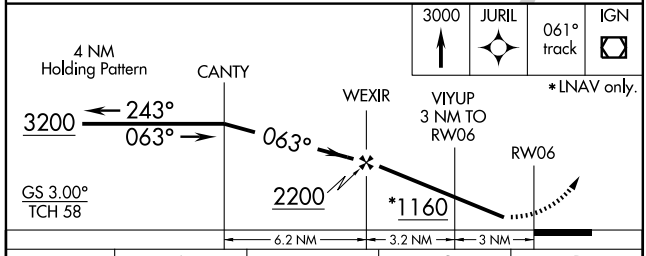
Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

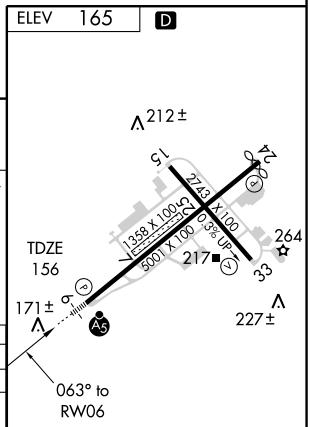
MALSR

MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 503-1 347 (400-1) | | | |
| LNAV/VNAV DA | 738-1½ 582 (600-1½) | | | |
| LNAV MDA | 740-1 584 (600-1) | | | 740-1 ¼ 584 (600-1¼) |
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-1) | 840-2¼ 675 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4888 |
|---|---|---|
| 243° | TDZE | 157 |
| | Apt Elev | 165 |

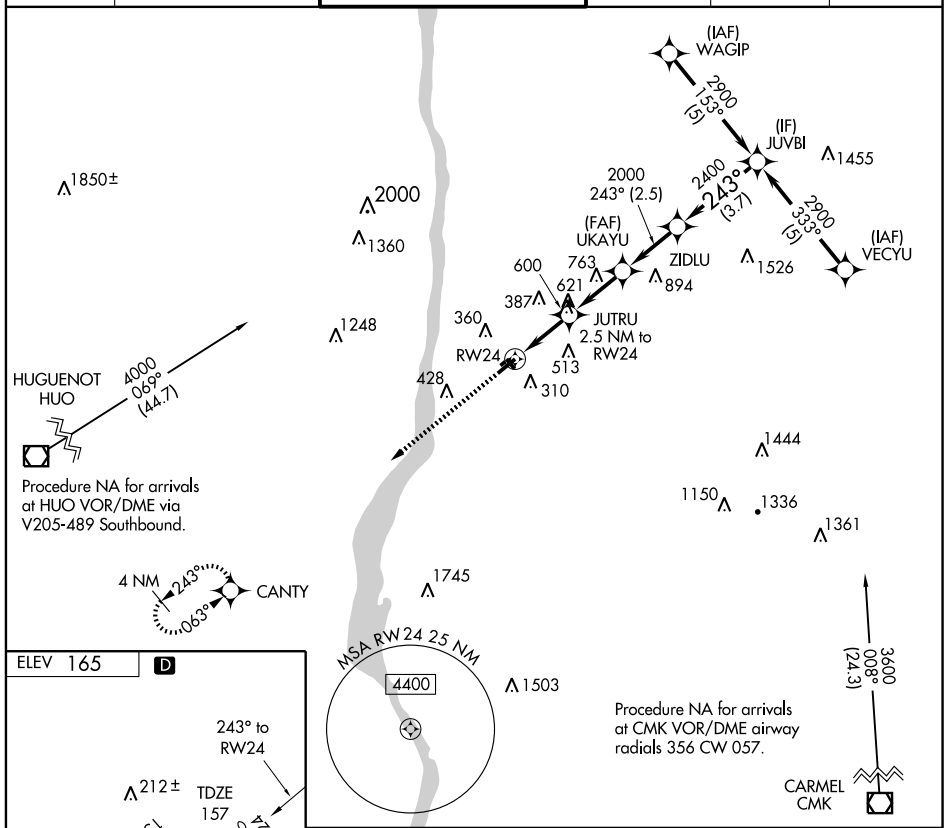
# RNAV (GPS) RWY 24

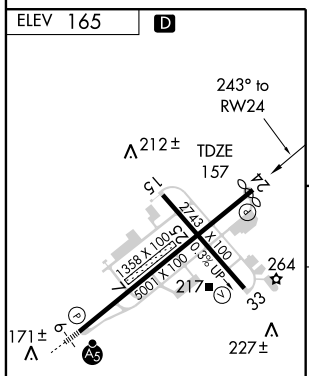
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

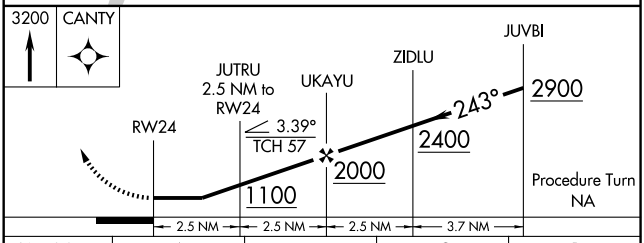
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |

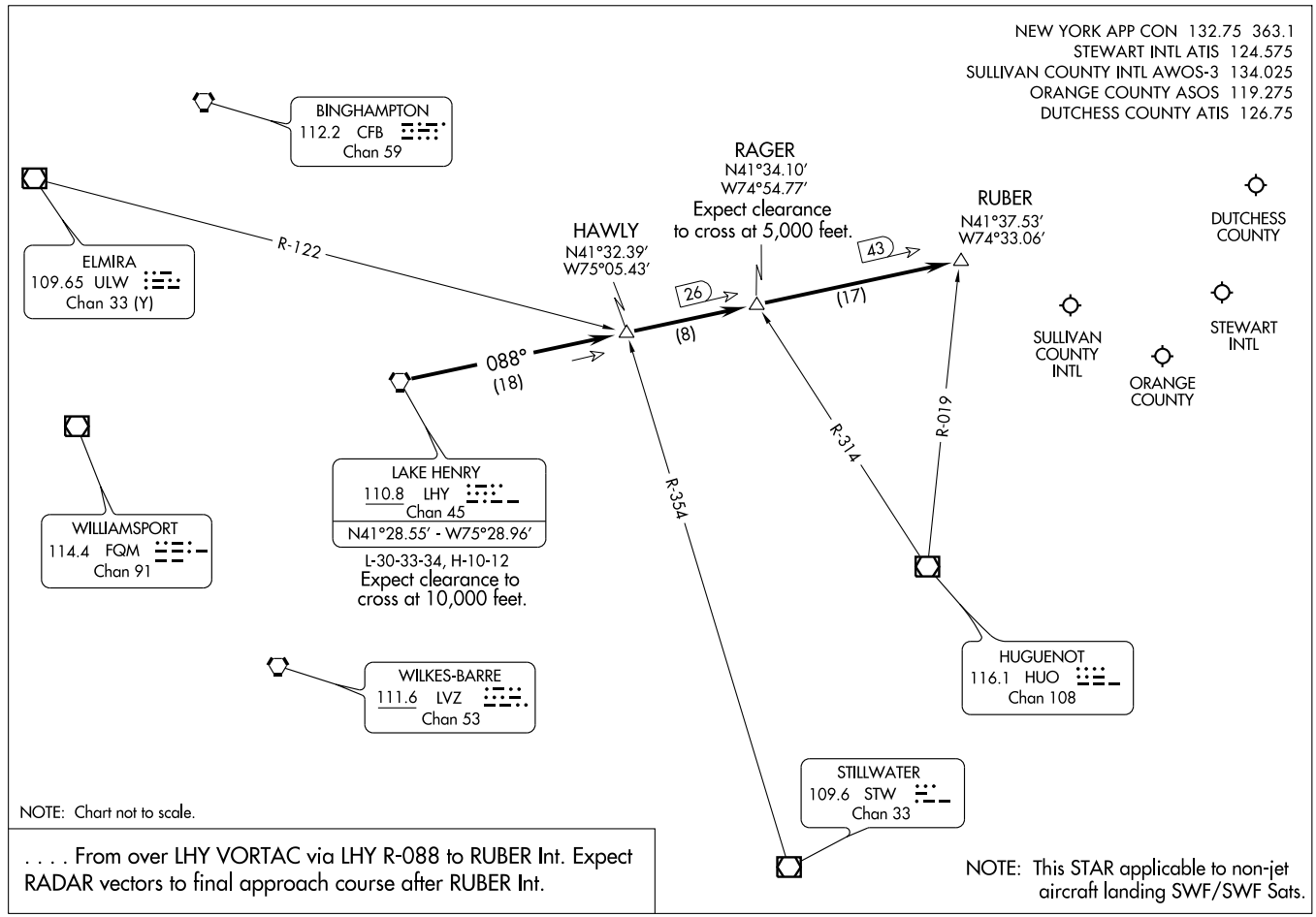



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1<br>743 (800-1) | 900-1¼<br>743 (800-1¼) | 900-2¼<br>743 (800-2¼) | 900-2½<br>743 (800-2½) |
| CIRCLING | 900-1<br>735 (800-1) | 900-1¼<br>735 (800-1¼) | 900-2¼<br>735 (800-2¼) | 900-2½<br>735 (800-2½) |

NE-2. 08 APR 2010 to 06 MAY 2010




# RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

| VOR/DME IGN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.6 | 242° | TDZE | N/A |
| Chan 123 | | Apt Elev | 165 |

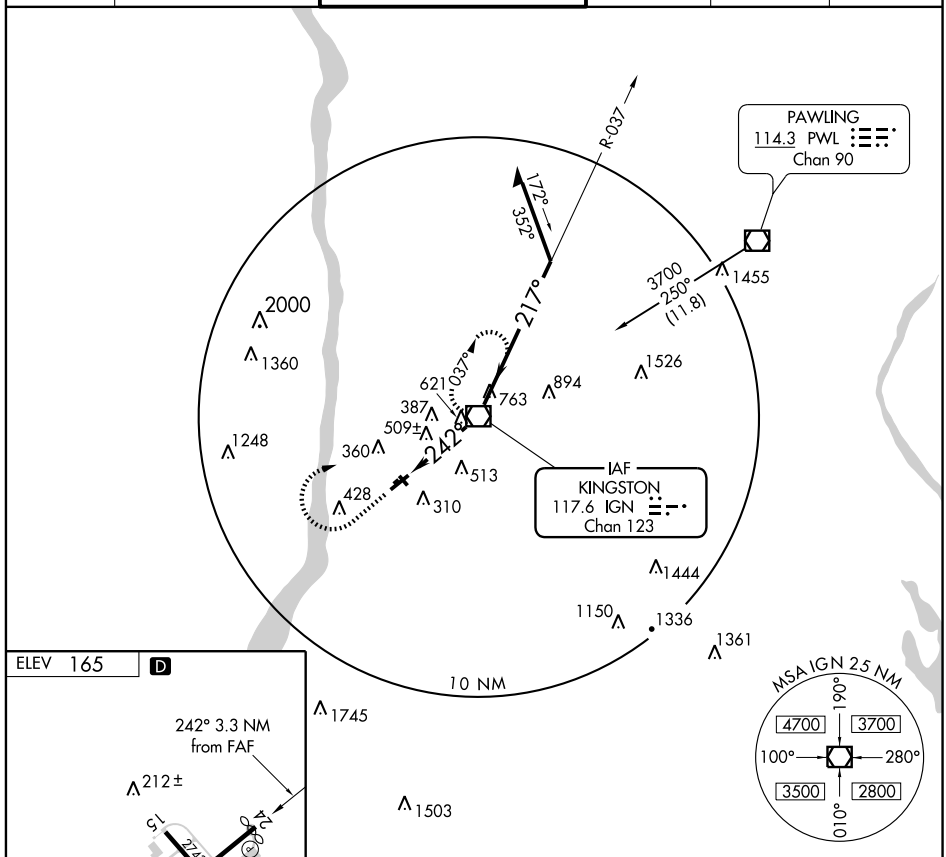
# VOR-A

## POUGHKEEPSIE / DUTCHESS COUNTY (POU)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

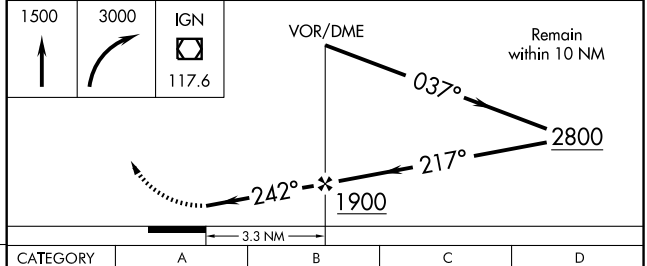
| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |







MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L




| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>595 (600-1) | 840-1<br>675 (700-1) | 840-2<br>675 (700-2) | 840-2¼<br>675 (700-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME IGN | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 117.6 | 062° | TDZE | 156 |
| Chan 123 | | Apt Elev | 165 |

# VOR/DME RWY 6

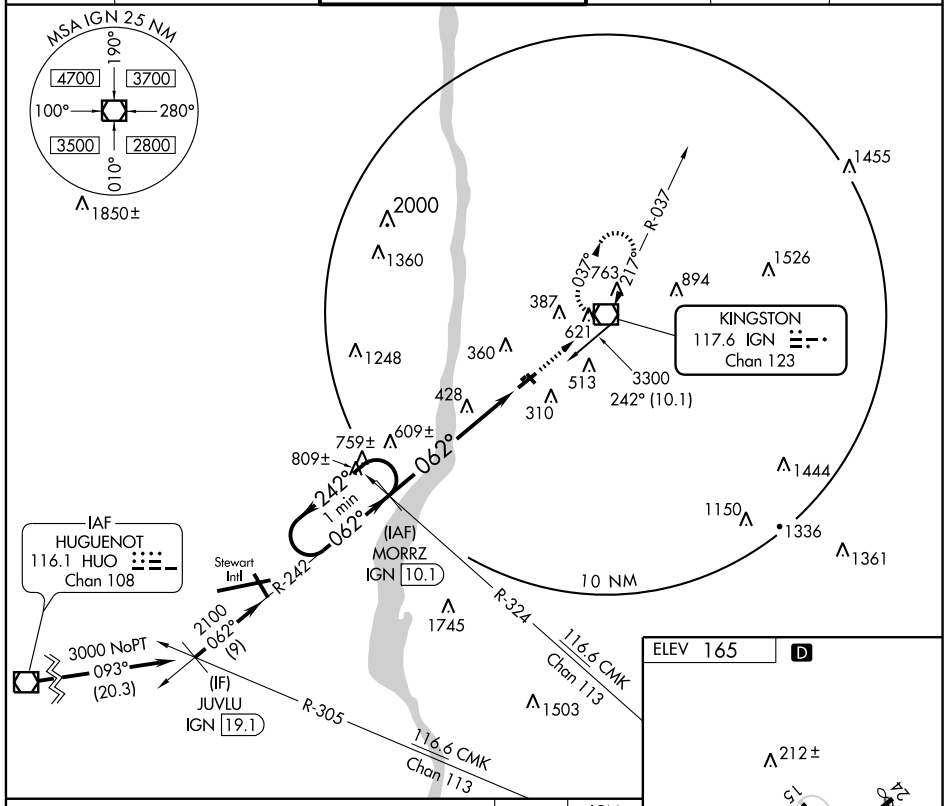
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

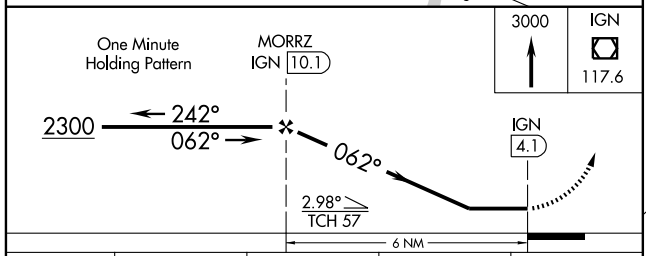
T A Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

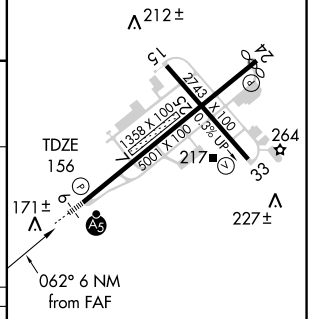
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 860-1 704 (700-1) | | 860-1½ 704 (700-1½) | 860-1¾ 704 (700-1¾) |
| CIRCLING | 860-1 695 (700-1) | | 860-2 695 (700-2) | 860-2¼ 695 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME IGN | APP CRS | Rwy Idg | 4888 |
|---|---|---|---|
| 117.6 | 242° | TDZE | 157 |
| Chan 123 | | Apt Elev | 165 |

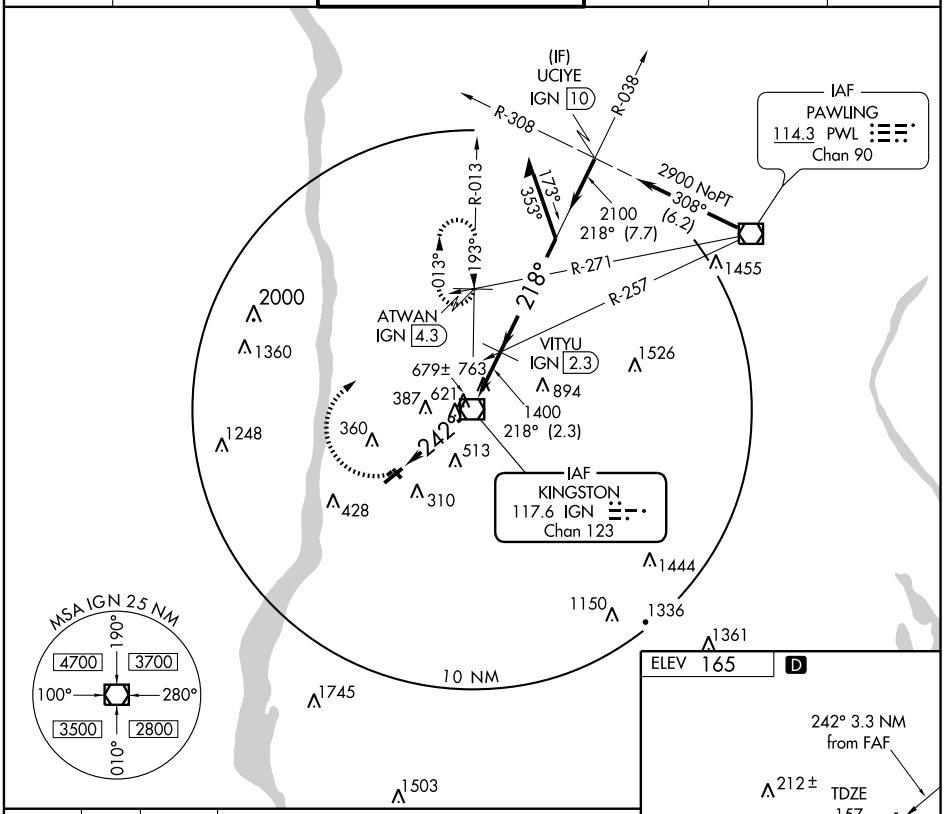
# VOR/DME RWY 24

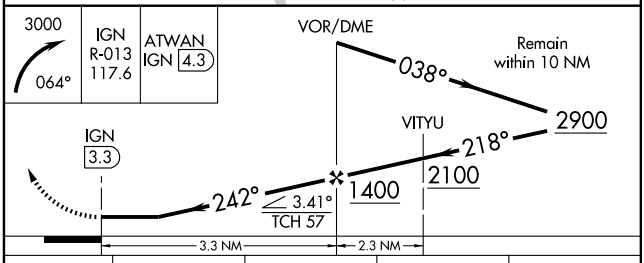
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

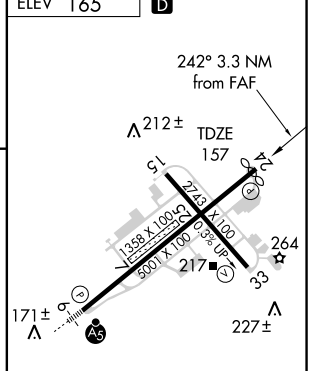
Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/ 4.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 940-1<br>783 (800-1) | 940-1¼<br>783 (800-1¼) | 940-2¼<br>783 (800-1¼) | 940-2½<br>783 (800-2½) |
| CIRCLING | 940-1<br>775 (800-1) | 940-1¼<br>775 (800-1¼) | 940-2¼<br>775 (800-2¼) | 940-2½<br>775 (800-2½) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME IGN | APP CRS | Rwy Idg | 2664 |
|---|---|---|---|
| 117.6 | 010° | TDZE | 323 |
| Chan 123 | | Apt Elev | 323 |

# VOR or GPS RWY 1

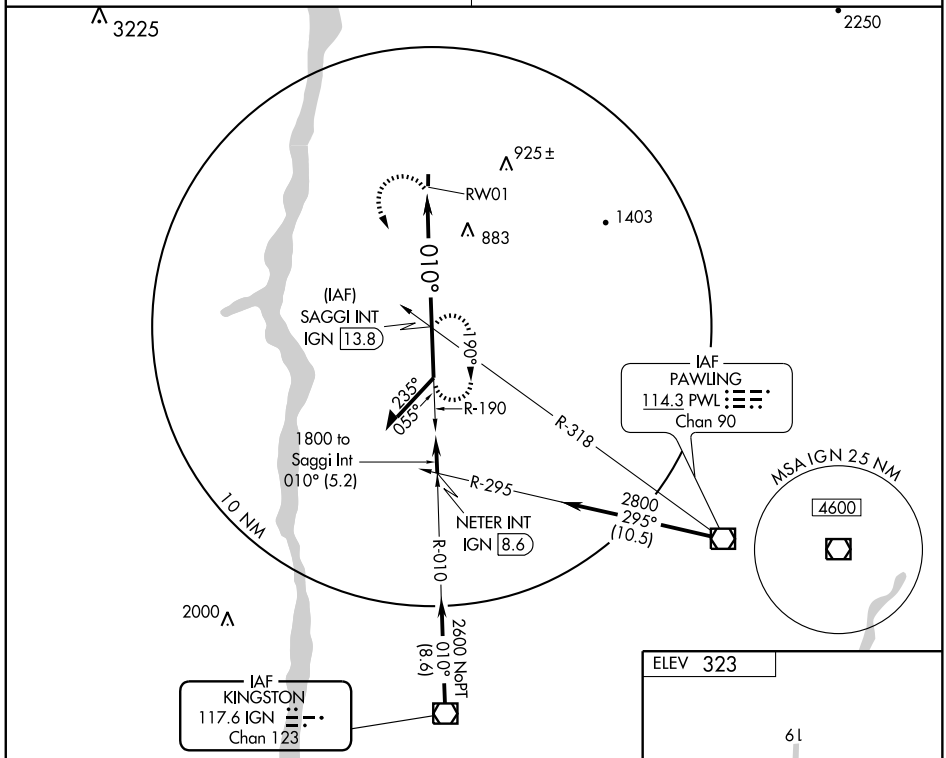
RED HOOK / SKY PARK (46N)

NA

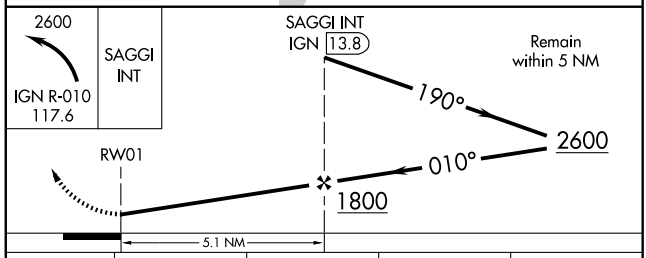
Use Poughkeepsie, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.

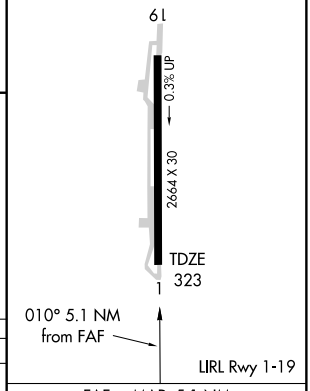
| NEW YORK APP CON | CTAF |
|---|---|
| 132.75 363.1 | 122.9 |




Final approach from Saggi Int holding pattern not authorized. Procedure turn required.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1340-1¼<br>1017 (1100-1¼) | NA | | |
| CIRCLING | 1340-1¼<br>1017 (1100-1¼) | NA | | |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

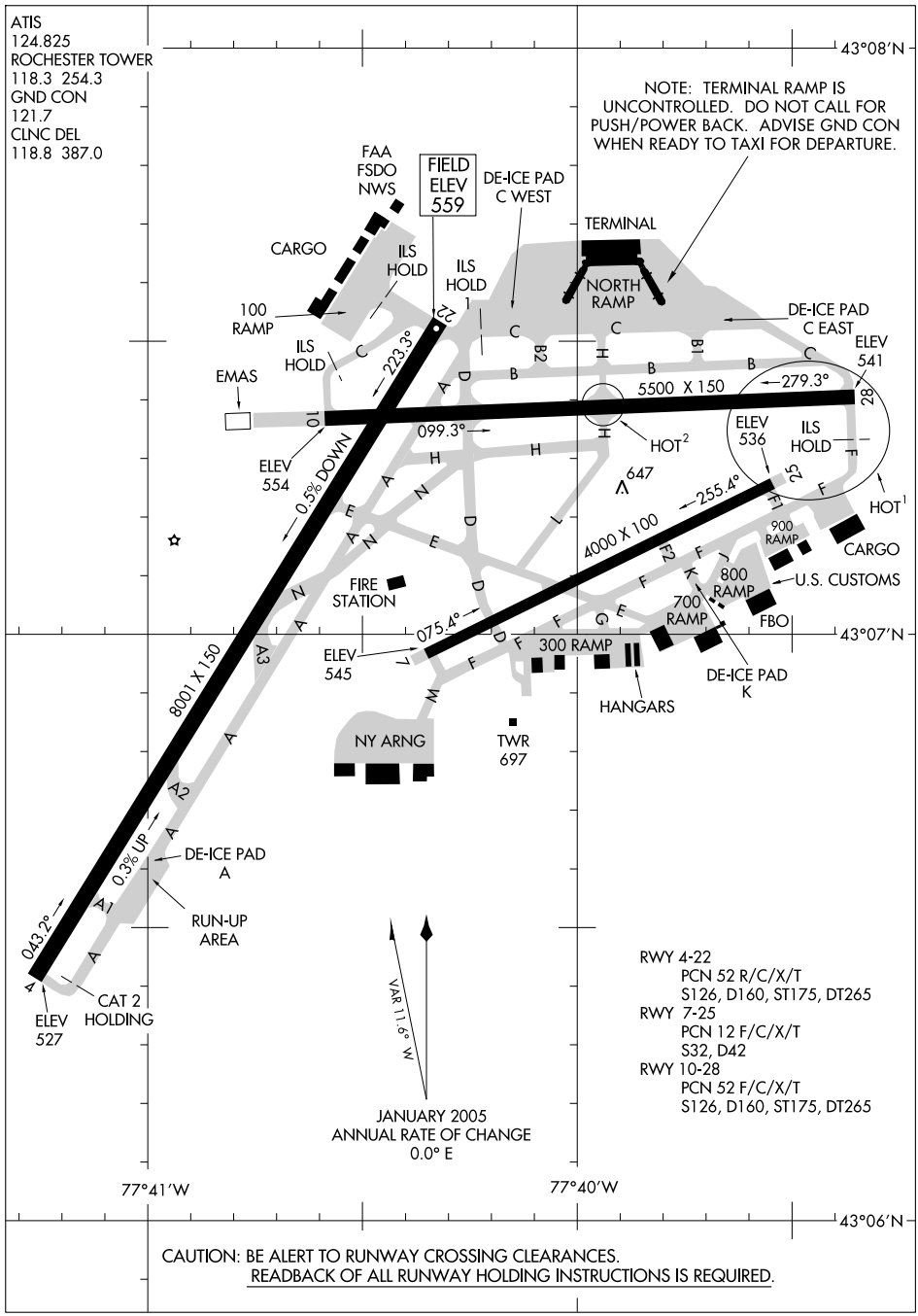
NE-2. 08 APR 2010 to 06 MAY 2010

10098

# AIRPORT DIAGRAM

AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-MCU | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

# ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

GENESEO 108.2 GEE Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7 I-MCU

10 NM

1135 836 695 1000 757 1030± 096° 276° R-096 671 IM MM 780 631± 677 820 935 684

GEE R-033

LOM BREIT 400 RO ROC 5.3

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8) R-008

(IF) FEPUG INT ROC 13.3

R-331 331° (7.3)

ROC R-225

1942

IAF GENESEO 108.2 GEE Chan 19

MSA ROC 25 NM
2600
090° 270°
3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559 641 655 643 611 628 647 617 697

22 10 28 5

5500 X 150 8001 X 150 4000 X 100

0.5% DOWN 0.3% UP

TDZE 535

044° 4.4 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

FEPUG INT ROC 13.3
WORIS INT ROC 5.3
2600 044° 2000
Procedure Turn NA
GS 3.00° TCH 56
2000
MM IM ROC 0.9
8 NM 4 NM 0.2 0.2

1100 3000 HDG 135° ROC R-096 110.0 RO 400

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 735/18 200 (200-½) | | | |
| S-LOC 4 | 920/24 385 (400-½) | | | 920/40 385 (400-¾) |
| CIRCLING | 1060-1 501 (600-1) | | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-MWD | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 222° | TDZE | 559 |
| | | Apt Elev | 559 |

# ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ADF REQUIRED.
When R-5203 active hold in lieu not authorized.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

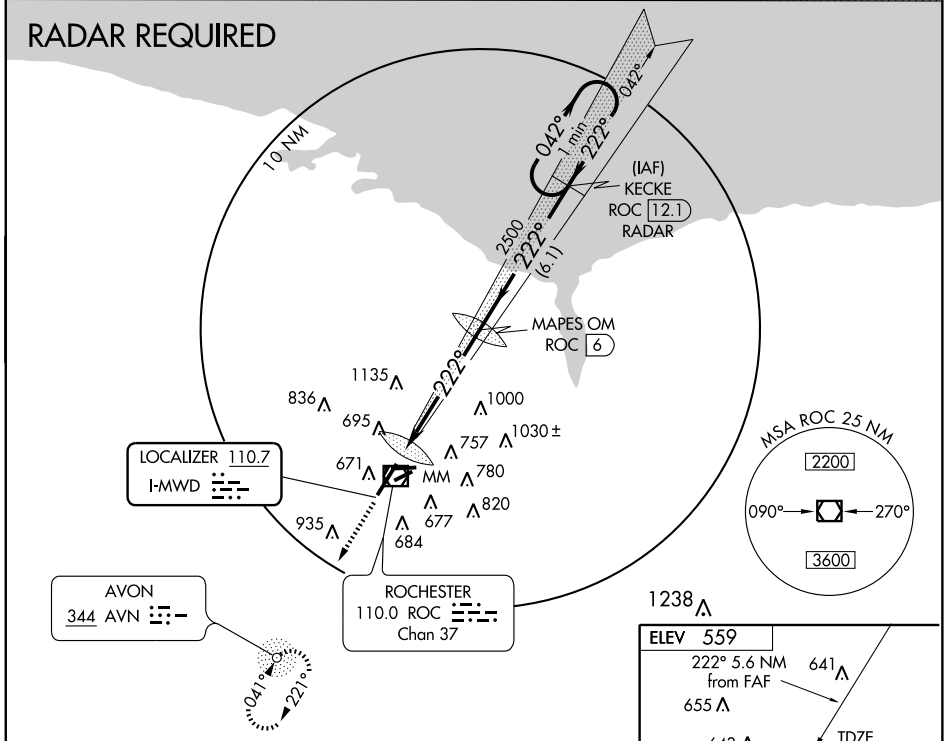
MALSR

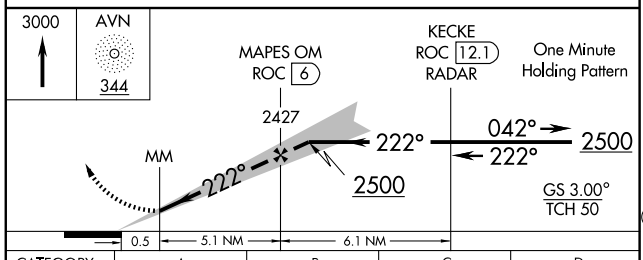
MISSED APPROACH: Climb to 3000 direct AVN NDB and hold.

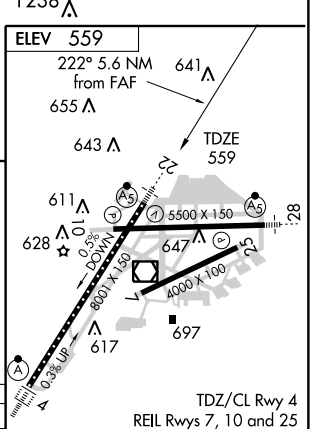
| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

R-5203

RADAR REQUIRED




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | *759/24 200 (200-½) | | | |
| S-LOC 22 | 1000/24 441 (500-½) | | 1000/40 441 (500-¾) | 1000/50 441 (500-1) |
| CIRCLING | 1060-1 501 (600-1) | | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-ROC | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 109.5 | 278° | TDZE | 548 |
| | | Apt Elev | 559 |

# ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

ALTERNATE MISSED APCH FIX
GENESEO
108.2 GEE
Chan 19
143°
323°
R-143

10 NM

LOCALIZER 109.5
I-ROC

(IF)
BILAW INT
ROC 13.4
RADAR

2300
LORTH to BILAW
323° (0.3)
and LOC (2.0)

(ZEXOX)

BREIT LOM

MONCK
ROC 10
GEE 16.1

R-268

088°
268°

R-343

108.2 GEE
Chan 19

ROCHESTER
110.0 ROC
Chan 37

SUUSA INT
ROC 5.4
RADAR

(8)
ROC
R-098

(IAF)
LORTH
ROC 15.6

Procedure NA for arrivals at LORTH via V2 Eastbound.

R-034

R-051

1238

836 695 1135 1000 1030± 757 671 677 780 935 684 820 2100 278° 098°

MSA ROC 25 NM
2600
090° 270°
3600

ELEV 559

641 655 643 611 628 617 697 647

TDZE
548

22
10
28
4

5500 X 150
4000 X 100
800 X 150

0.5% DOWN
0.3% UP

278° 4.7 NM from FAF

2000 3000
HDG 230°
ROC R-268
110.0

MONCK

SUUSA INT
ROC 5.4
RADAR

BILAW INT
ROC 13.4
RADAR

2100 278° 2300

ROC
0.8

2100

Procedure Turn NA
GS 3.00°
TCH 57

4.7 NM 8 NM

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 798/50 250 (300-1) | | | |
| S-LOC 28 | 1280/50 732 (800-1) | | 1280-1½ 732 (800-1½) | 1280-1¾ 732 (800-1¾) |
| CIRCLING | 1280-1 721 (800-1) | | 1280-2 721 (800-2) | 1280-2¼ 721 (800-2¼) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-MCU | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

# ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

GENESEO
108.2 GEE
Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7
I-MCU

10 NM

1135 836 695 671 IM MM 631± 935 684 677 780 820 1000 1030± 757 096° 276° R-096

LOM BREIT
400 RO
ROC 5.3

GEE R-033

WORIS INT
ROC 5.3

ROCHESTER
110.0 ROC
Chan 37

2000 044° (8)

(IF)
FEPUG INT
ROC 13.3

R-008

MSA ROC 25 NM
2600
090° 270°
3600

1942

ROC R-225

R-331

IAF
GENESEO
108.2 GEE
Chan 19

2600 331° (7.3)

224°

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559

641 655 643 611 628 647 697 617

10 0.5% DOWN
22 5500 X 150
28 8001 X 150
25 4000 X 100
0.5% UP
TDZE 535

| 1100 | 3000 HDG 135° | ROC R-096 110.0 | RO 400 |
|---|---|---|---|

FEPUG INT
ROC 13.3

WORIS INT
ROC 5.3

2600 044° 2000

Procedure Turn NA

GS 3.00° TCH 56

2000

MM DH RA 119

IM

535 MSL

8 NM 4 NM 1440′ 990′ 1015′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 119/12 100 DA 635 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 45611 W04A | APP CRS 042° | Rwy Idg 8001 TDZE 535 Apt Elev 559 |
|---|---|---|

# RNAV (GPS) RWY 4

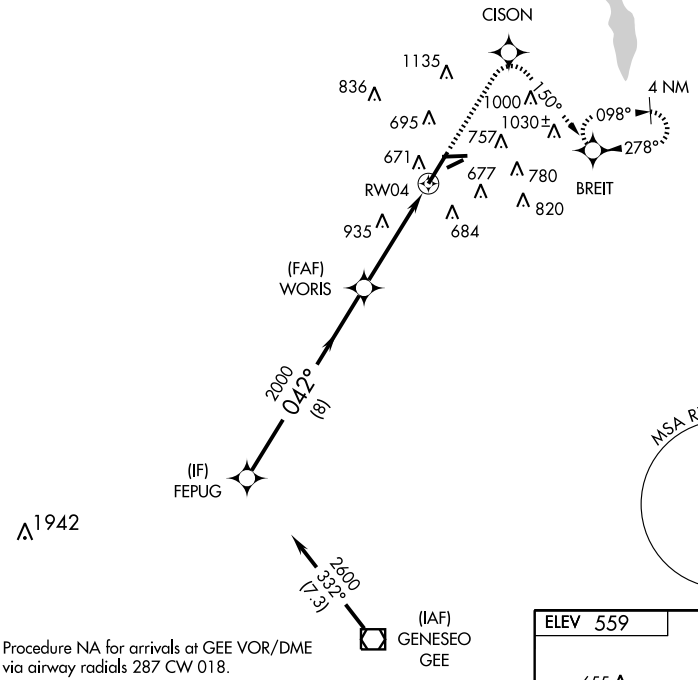
ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

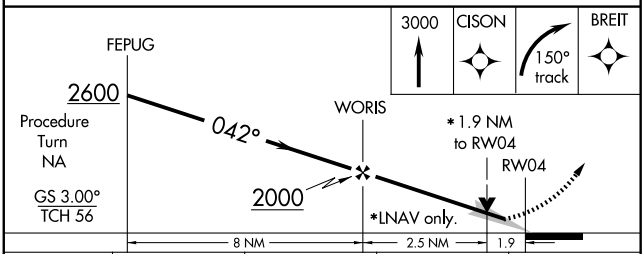
ALSF-2

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

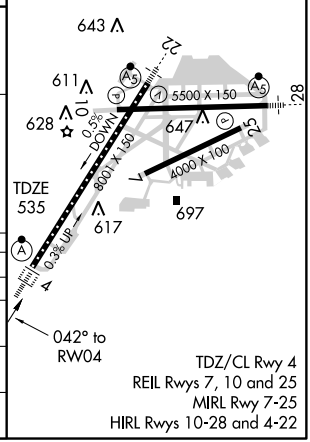
| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866/40 331 (400-¾) | | | |
| LNAV/ VNAV DA | 1321-2¼ 786 (800-2¼) | | | |
| LNAV MDA | 1200/24 665 (700-½) | | 1200/60 665 (700-1¼) | 1200-1½ 665 (700-1½) |
| CIRCLING | 1200-1 641 (700-1) | | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |




NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 074° | TDZE | 549 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 7

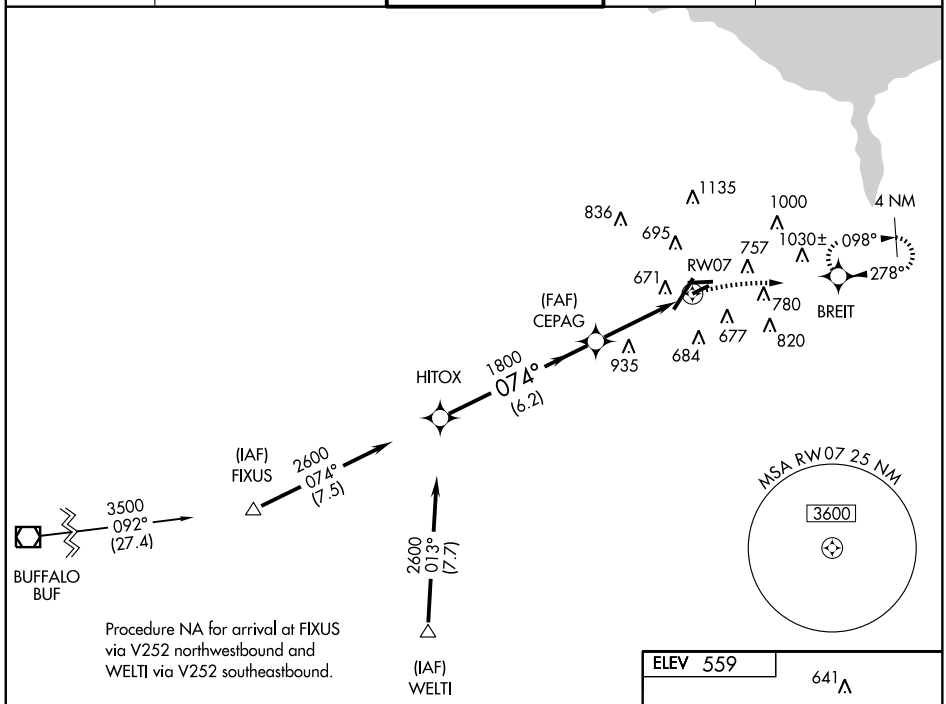
ROCHESTER / GREATER ROCHESTER INTL (ROC)

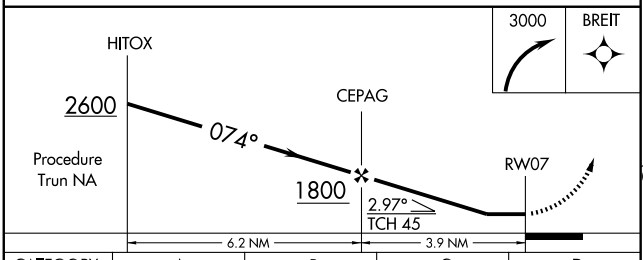
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

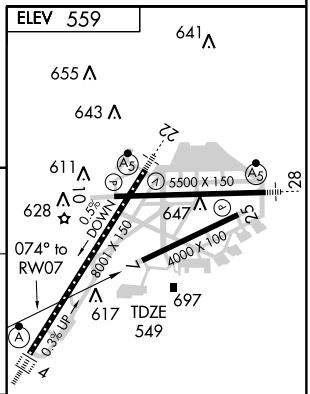
NA

MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 | 651 (700-1) | 1200-1¾ 651 (700-1¾) | 1200-2 651 (700-2) |
| CIRCLING | 1200-1 | 641 (700-1) | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5500 |
|---|---|---|
| 098° | TDZE | 556 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 10

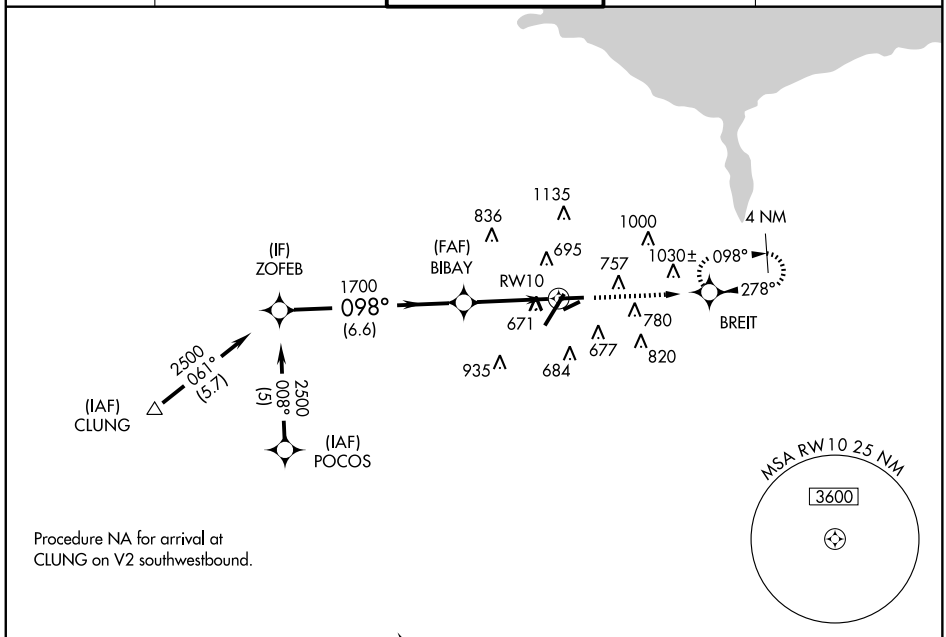
ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

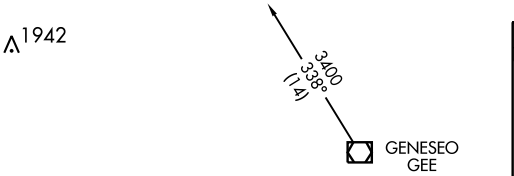
MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.

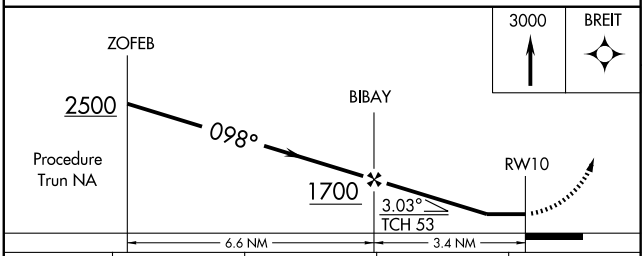
| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |



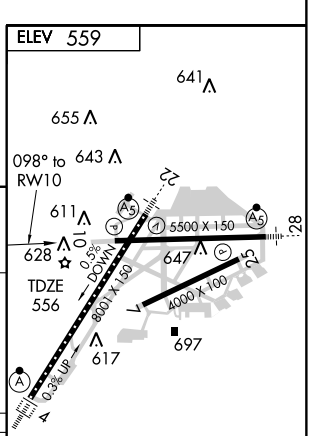

Procedure NA for arrival at CLUNG on V2 southwestbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 | 404 (500-1) | 960-1¼ | 404 (500-1¼) |
| CIRCLING | 1060-1 | 501 (600-1) | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8001 |
|---|---|---|
| 222° | TDZE | 559 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 22

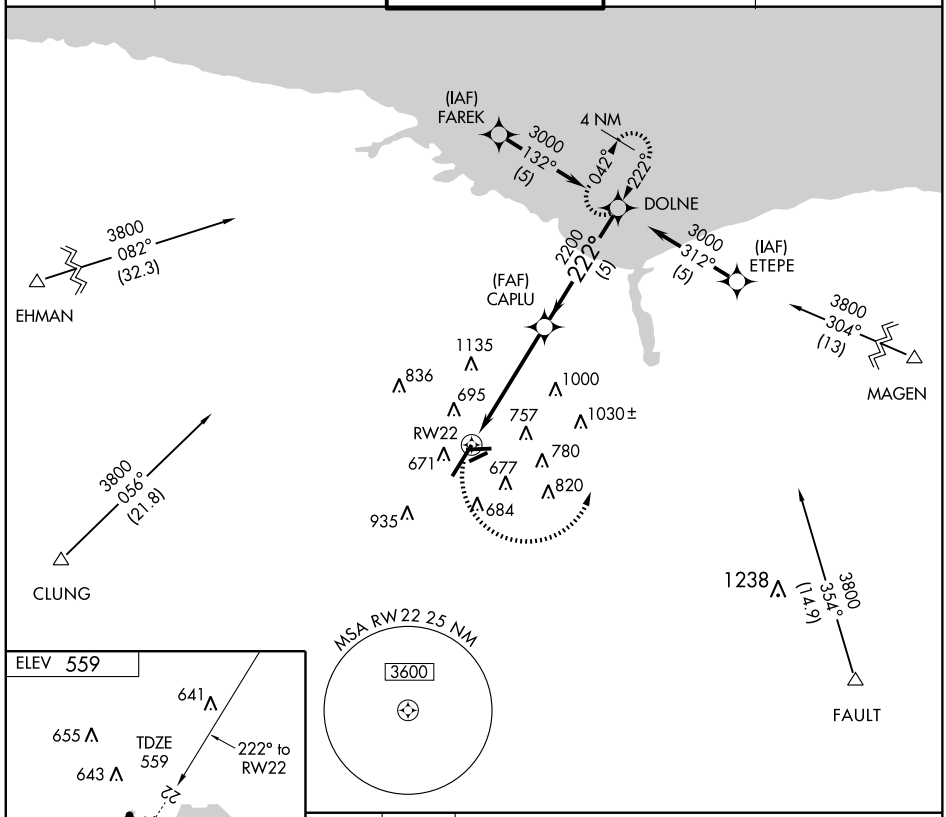
ROCHESTER / GREATER ROCHESTER INTL (ROC)

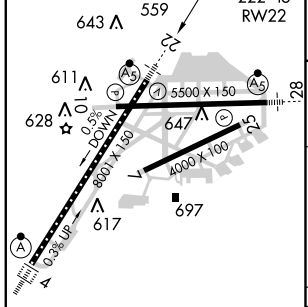
Inoperative table does not apply to Cat. A and B. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

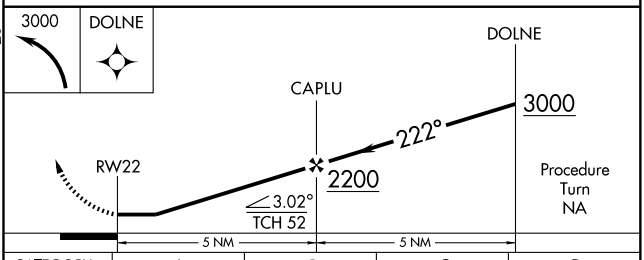
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct DOLNE WP and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320/50 | 761 (800-1) | 1320-1¾ 761 (800-1¾) | 1320-2 761 (800-2) |
| CIRCLING | 1320-1 761 (800-1) | 1320-1¼ 761 (800-1¼) | 1320-2¼ 761 (800-2¼) | 1320-2½ 761 (800-2½) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 254° | TDZE | 549 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

Procedure NA for arrival at DINES via V483 eastbound and at MAGEN via V2 eastbound.

(IAF) DINES

3000 252° (13.6)

(IF) YUNUT

2400 254° (6.4)

SODGE 2.2 NM to RW25

(FAF) TUNLE

3000 303° (11)

(IAF) MAGEN

1135 836 695 757 1000 1030 ± 671 RW25 780 677 820 935 684

MONCK 084° 264° 4 NM

1238

MSA RW 25 25 NM 3600

ELEV 559

641 655 643 611 628 647 617 697

TDZE 549

5500 X 150

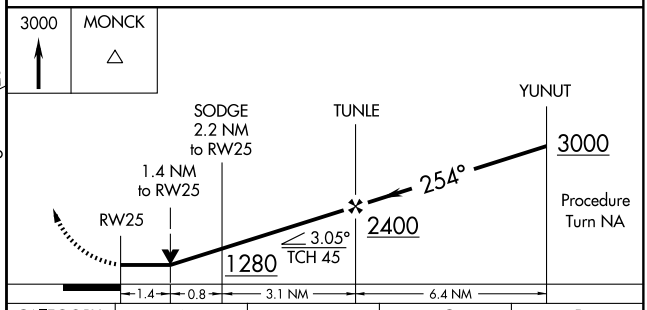
4000 X 100

6001 X 150

0.5% DOWN

0.3% UP

254° to RW25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 471 (500-1) | 1020-1¼ 471 (500-1¼) | 1020-1½ 471 (500-1½) |
| CIRCLING | 1060-1 | 501 (600-1) | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 86411 | 278° | TDZE | 548 |
| W28A | | Apt Elev | 559 |

# RNAV (GPS) RWY 28

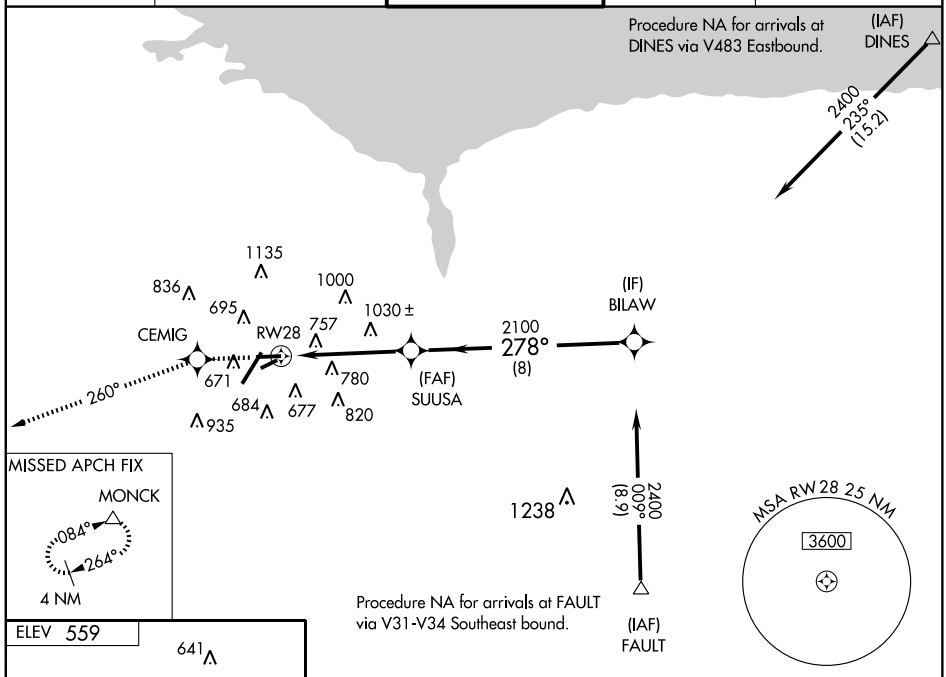
ROCHESTER / GREATER ROCHESTER INTL (ROC)

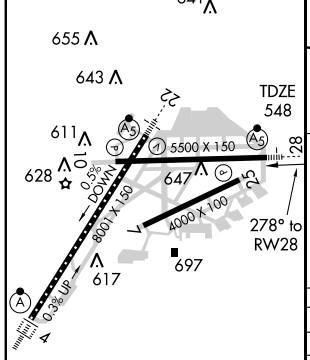
Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

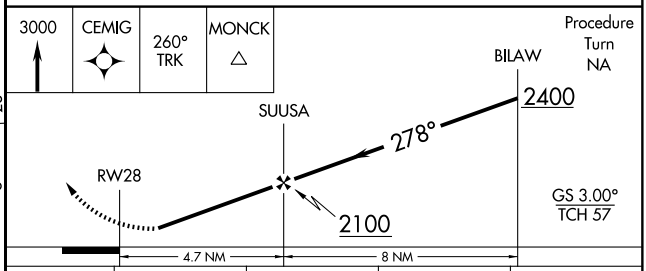
MALSR

MISSED APPROACH: Climb to 3000 direct CEMIG and via 260° track to MONCK and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 839/50 | 291 (300-1) | | |
| LNAV VNAV DA | 1056/60 | 508 (500-1¼) | | |
| LNAV MDA | 1340/50 | 792 (800-1) | 1340-1¾ 792 (800-1¾) | 1340-2 792 (800-2) |
| CIRCLING | 1340-1 781 (800-1) | 1340-1¼ 781 (800-1¼) | 1340-2¼ 781 (800-2¼) | 1340-2½ 781 (800-2½) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME ROC | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.0 | 052° | TDZE | 535 |
| Chan 37 | | Apt Elev | 559 |

# VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

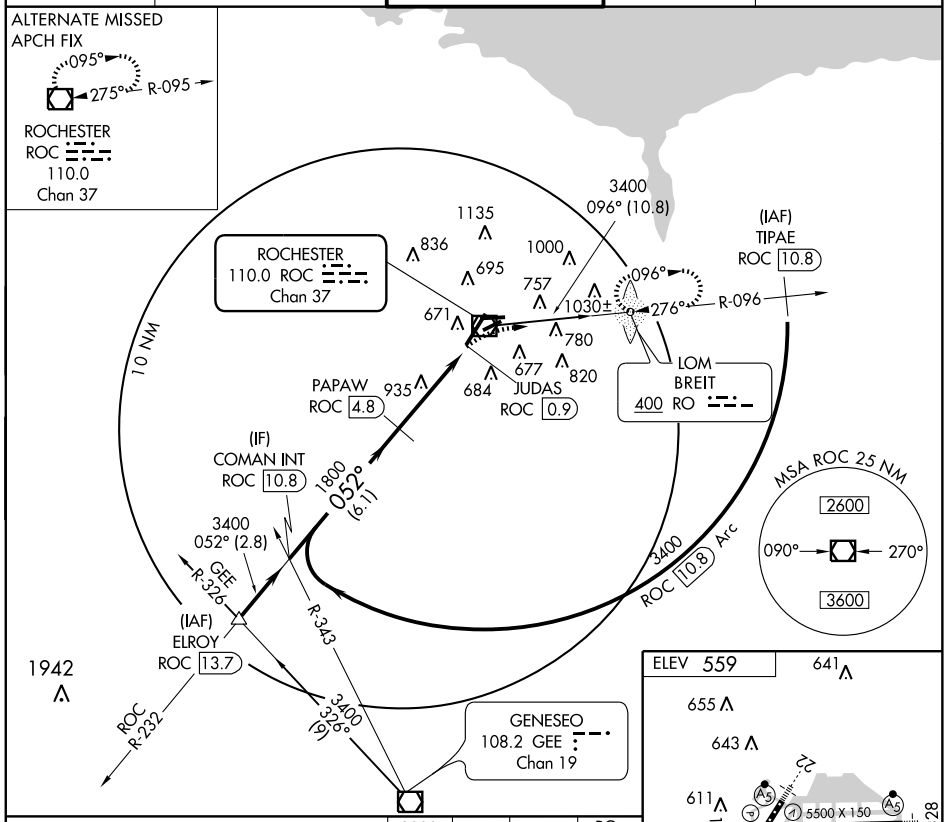
For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

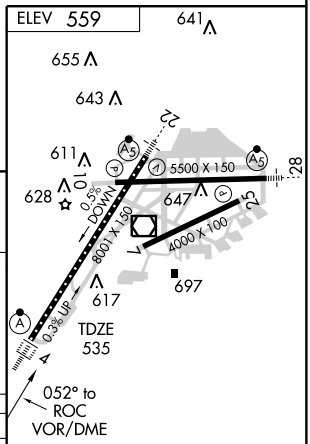
ALSF-2

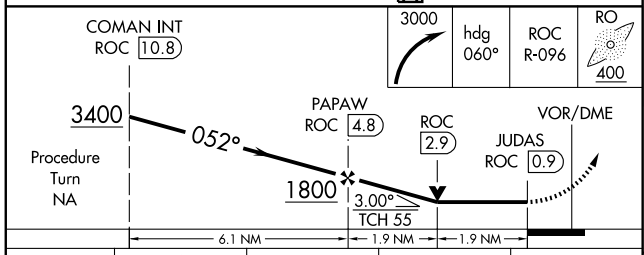
MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

ALTERNATE MISSED APCH FIX
095° 275° R-095
ROCHESTER ROC 110.0 Chan 37




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1200/40 | 665 (700-¾) | 1200/60 665 (700-1¼) | 1200-1½ 665 (700-1½) |
| CIRCLING | 1200-1 | 641 (700-1) | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME ROC | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.0 | 052° | TDZE | 535 |
| Chan 37 | | Apt Elev | 559 |

# VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

ALTERNATE MISSED APCH FIX
095°
275°
R-095
ROCHESTER
ROC
110.0
Chan 37

MSA ROC 25 NM
2600
090°
270°
3600

1135
836
695
1000
1030±
096°
757
671
R-096
276°
677
780
820
935
684
LOM
BREIT
400 RO
ROC 5.3
IAF
ROCHESTER
110.0 ROC
Chan 37
10 NM
052°
187°
007°
R-232°
R-033
108.2 GEE
Chan 19
1942

ELEV 559
641
655
643
611
628
647
617
697
10
28
25
7
4
5500 X 150
8001 X 150
4000 X 100
0.8% DOWN
0.3% UP
TDZE
535
052° to
ROC VOR/DME

Remain within 10 NM
VOR/DME
232°
052°
2600

| 3000 | ROC | RO |
|---|---|---|
| 130° | R-096 | 400 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1240/40 | 705 (700-¾) | 1240-1½<br>705 (700-1½) | 1240-1¾<br>705 (700-1¾) |
| CIRCLING | 1240-1 | 681 (700-1) | 1240-2<br>681 (700-2) | 1240-2¼<br>681 (700-2¼) |

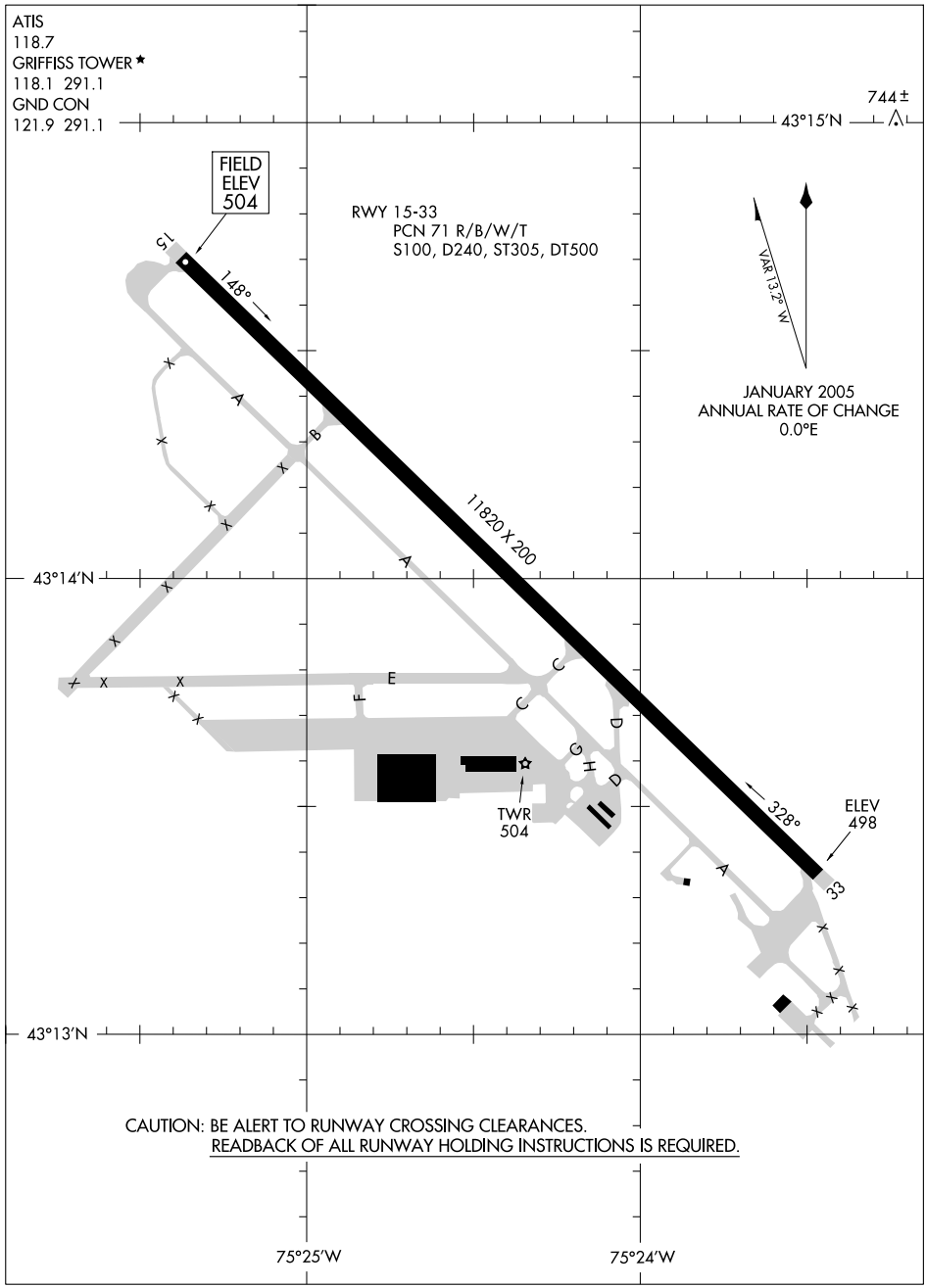
TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-FYQ | APP CRS | Rwy Idg | 11820 |
|---|---|---|---|
| 109.1 | 146° | TDZE | 504 |
| | | Apt Elev | 504 |

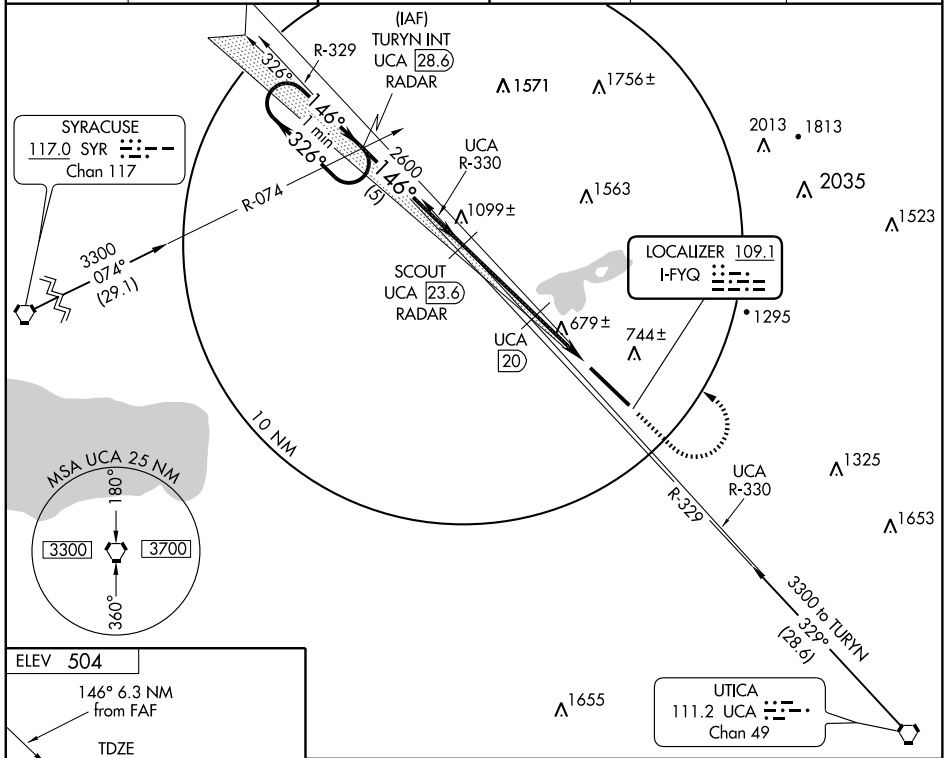
# ILS RWY 15

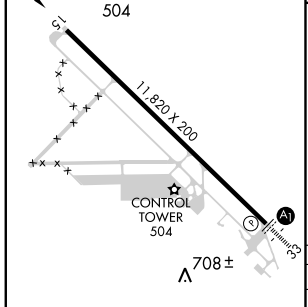
ROME/GRIFFISS INTL (RME)

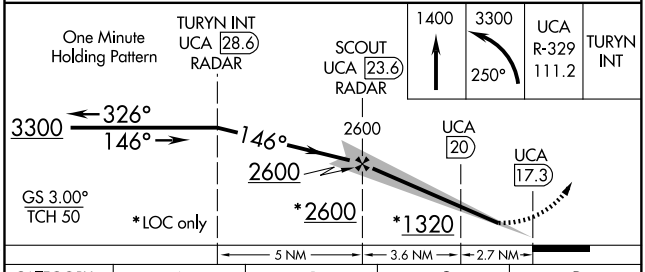
Radar or DME required for localizer minima.
NA Circling NA West of Rwy 15-33.

MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via heading 250° and UCA R-329 to TURYN Int and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | CTAF | UNICOM |
|---|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 291.1 | 121.9 291.1 | 118.1 (L) | 122.95 |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 704-½ 200 (200-½) | | | |
| S-LOC 15 | 940-½ 436 (500-½) | | 940-¾ 436 (500-¾) | 940-1 436 (500-1) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1200-2 696 (700-2) | 1260-2½ 756 (800-2½) |

NE-2. 08 APR 2010 to 06 MAY 2010

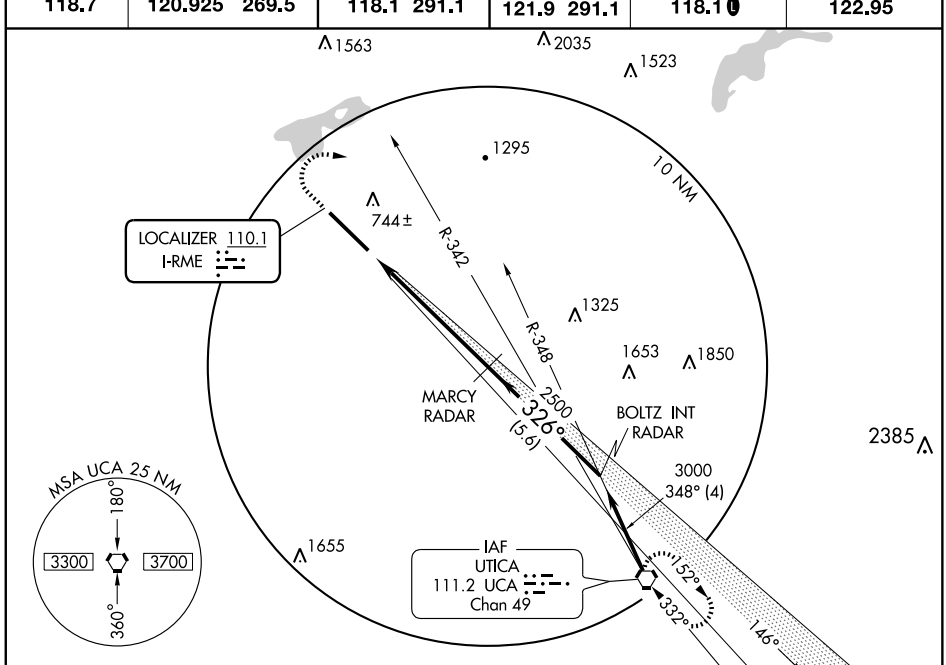
| LOC I-RME | APP CRS | Rwy Idg | 11820 |
|---|---|---|---|
| 110.1 | 326° | TDZE | 499 |
| | | Apt Elev | 504 |

# ILS RWY 33

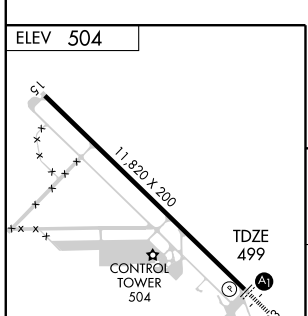
ROME/GRIFFISS INTL (RME)

| | | | |
|---|---|---|---|
| NA | Circling NA West of Rwy 15-33. | ALSF-1 | MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via UCA R-342 to UCA VORTAC and hold. |

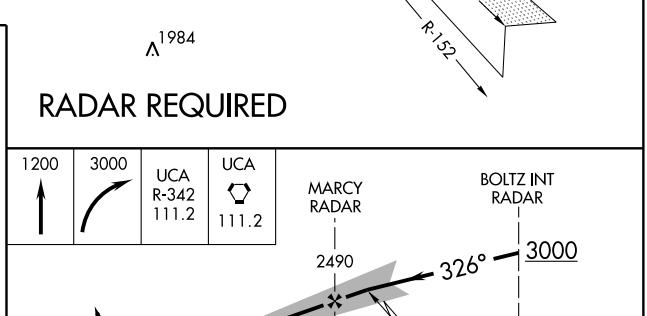
| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | CTAF | UNICOM |
|---|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 291.1 | 121.9 291.1 | 118.1 (L) | 122.95 |




RADAR REQUIRED




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 699-½ 200 (200-½) | | | |
| S-LOC 33 | 1040-½ 541 (600-½) | | 1040-1 541 (600-1) | 1040-1¼ 541 (600-1¼) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1200-2 696 (700-2) | 1260-2½ 756 (800-2½) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 82206 W15A | APP CRS 146° | Rwy Idg 11820<br>TDZE 504<br>Apt Elev 504 |
|---|---|---|

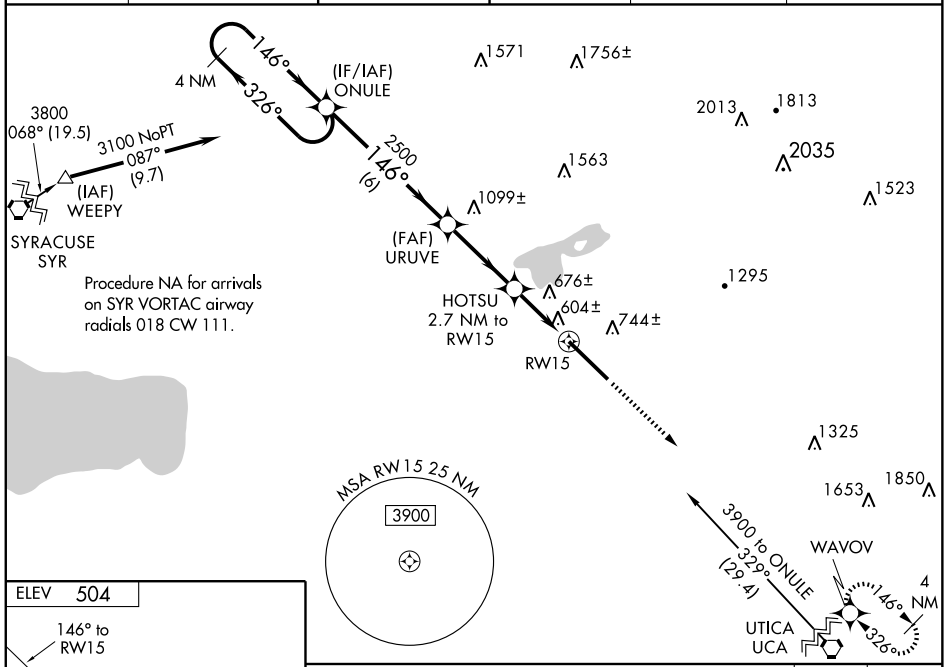
# RNAV (GPS) RWY 15

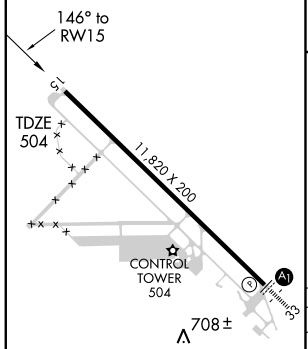
ROME/GRIFFISS INTL (RME)

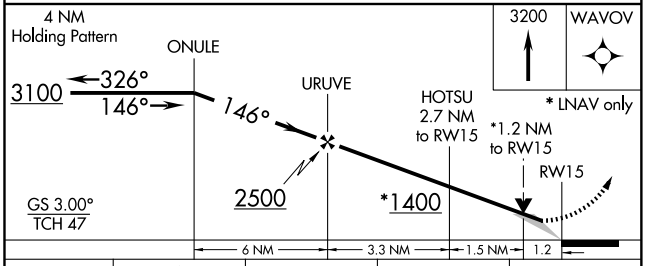
Circling NA west of Rwy 15-33. Baro-VNAV NA when using Syracuse altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 ft and all MDA 100 ft; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3200 direct WAVOV and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | CTAF | UNICOM |
|---|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 291.1 | 121.9 291.1 | 118.1 (L) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 805-1 | 301 (400-1) | | |
| LNAV/VNAV DA | 1052-2 | 548 (600-2) | | |
| LNAV MDA | 940- ¾ | 436 (500-¾) | 940-1¼<br>436 (500-1¼) | 940-1½<br>436 (500-1½) |
| CIRCLING | 1120-1<br>616 (700-1) | 1160-1<br>656 (700-1) | 1200-2<br>696 (700-2) | 1280-2½<br>776 (800-2½) |

HIRL Rwy 15-33 (L)

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 42906 W33A | APP CRS 326° | Rwy Idg 11820 TDZE 498 Apt Elev 504 |
|---|---|---|

# RNAV (GPS) RWY 33

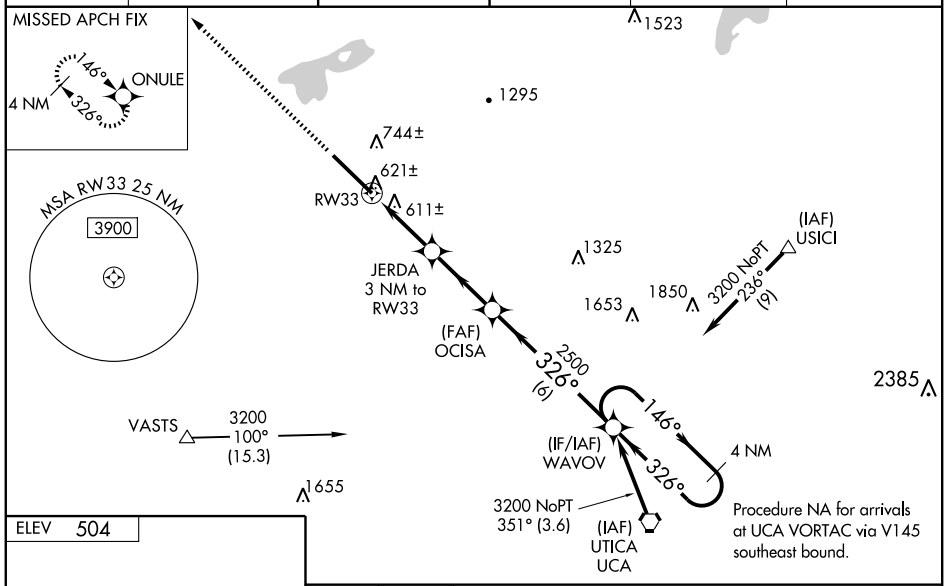
ROME/GRIFFISS INTL (RME)

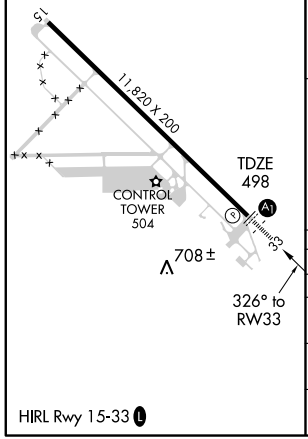
Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C, and D visibility ¼ mile. For inoperative ALSF-1, increase LPV all Cats visibility ½ mile and LNAV Cats A and B visibility ¼ mile. For inoperative ALSF-1, when using Syracuse altimeter setting, increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

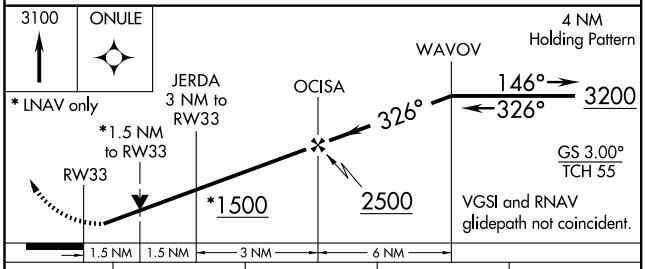
ALSF-1

MISSED APPROACH: Climb to 3100 direct ONULE and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER★ | GND CON | CTAF | UNICOM |
|---|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 291.1 | 121.9 291.1 | 118.1 (L) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 841-¾ | 343 (400-¾) | | |
| LNAV/VNAV DA | 978-1¼ | 480 (500-1¼) | | |
| LNAV MDA | 1020-¾ | 522 (600-¾) | 1020-1 522 (600-1) | 1020-1¼ 522 (600-1¼) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1200-2 696 (700-2) | 1280-2½ 776 (800-2½) |

NE-2, 08 APR 2010 to 06 MAY 2010

| VORTAC UCA | APP CRS | Rwy Idg | 11,820 |
|---|---|---|---|
| 111.2 | 151° | TDZE | 504 |
| Chan 49 | | Apt Elev | 504 |

# VOR/DME RWY 15

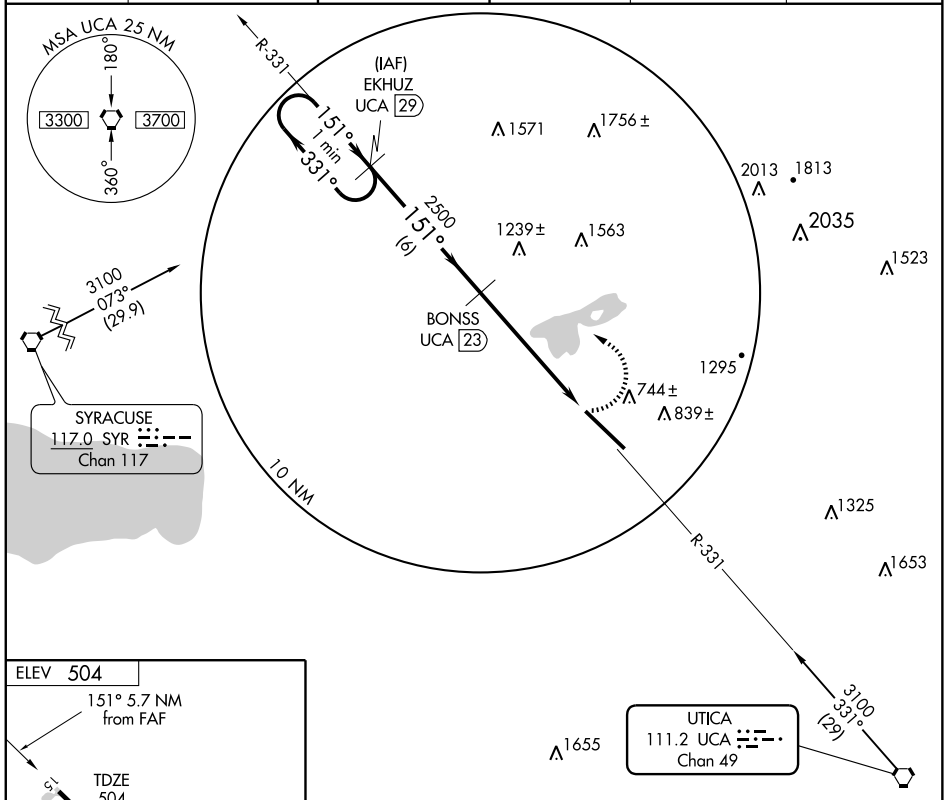
ROME/GRIFFISS INTL (RME)

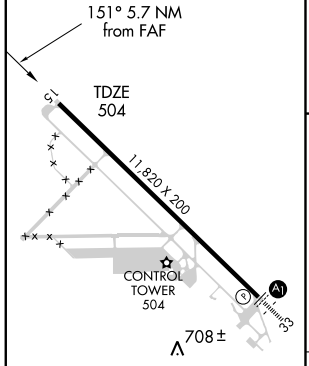
T
NA

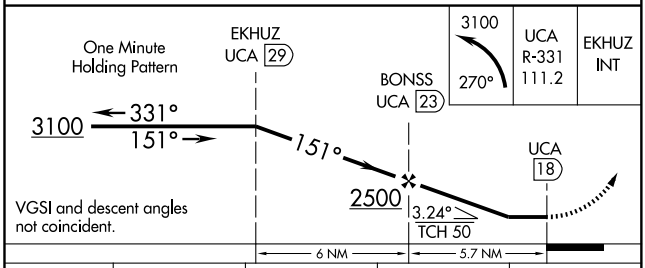
Circling NA west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | CTAF | UNICOM |
|---|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 291.1 | 121.9 291.1 | 118.1 (L) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1500-1¼ 996 (1000-1¼) | 1500-1½ 996 (1000-1½) | 1500-3 | 996 (1000-3) |
| CIRCLING | 1500-1¼ 996 (1000-1¼) | 1500-1½ 996 (1000-1½) | 1500-3 | 996 (1000-3) |

HIRL Rwy 15-33 (L)

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC UCA | APP CRS | Rwy Idg | 11,820 |
|---|---|---|---|
| 111.2 | 332° | TDZE | 499 |
| Chan 49 | | Apt Elev | 504 |

# VOR/DME RWY 33

ROME/GRIFFISS INTL (RME)

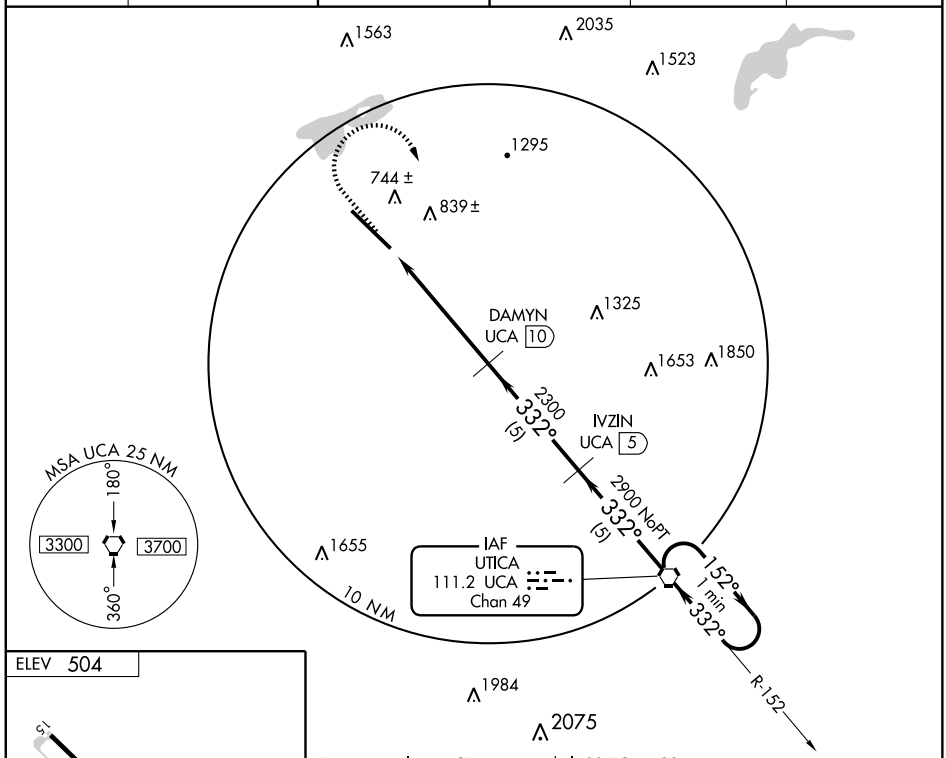
T
A NA

Circling NA west of Rwy 15-33.

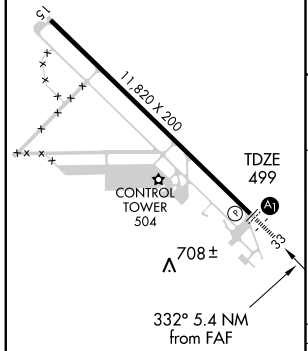
ALSF-1 A1

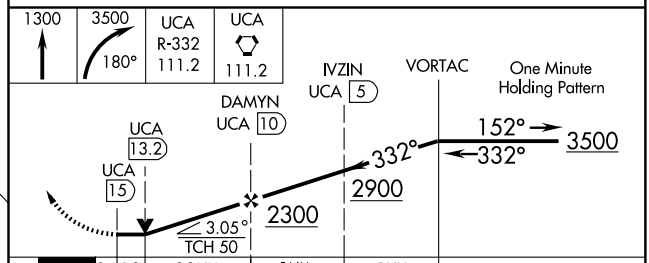
MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | CTAF | UNICOM |
|---|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 291.1 | 121.9 291.1 | 118.1 L | 122.95 |




NoPT arrivals on UCA airway radials 086 CW 182.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1240-½<br>741 (800-½) | 1240-¾<br>741 (800-¾) | 1240-1¾<br>741 (800-1¾) | 1240-2<br>741 (800-2) |
| CIRCLING | 1240-1<br>736 (800-1) | 1240-1¼<br>736 (800-1¼) | 1240-2¼<br>736 (800-2¼) | 1260-2½<br>756 (800-2½) |

HIRL Rwy 15-33 L

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-SLK | APP CRS | Rwy Idg | 6333 |
|---|---|---|---|
| 108.9 | 229° | TDZE | 1663 |
| | | Apt Elev | 1663 |

# ILS RWY 23

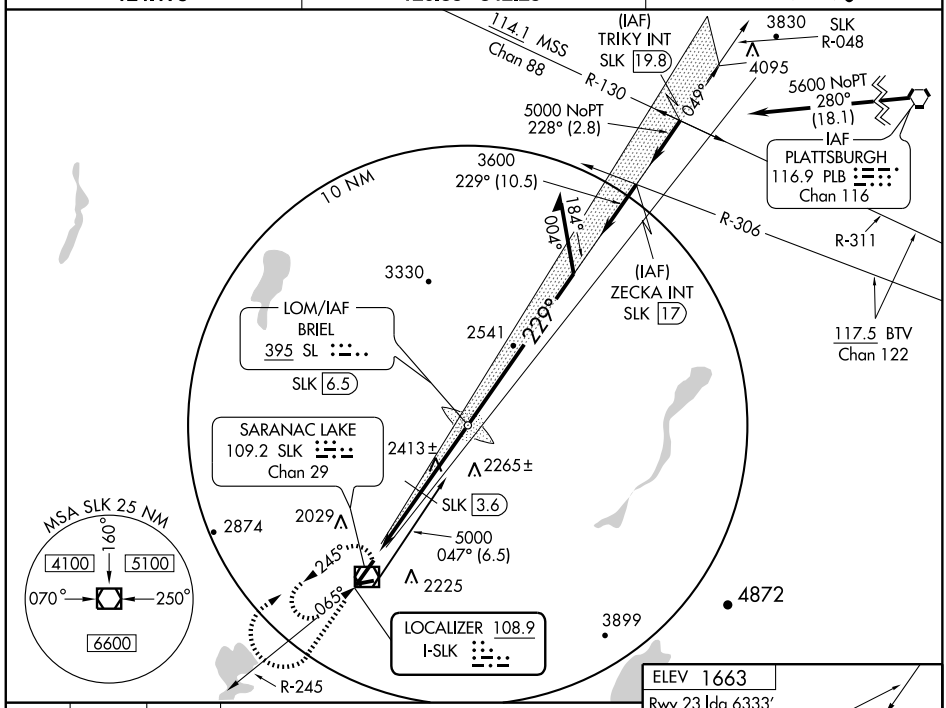
SARANAC LAKE / ADIRONDACK RGNL (SLK)

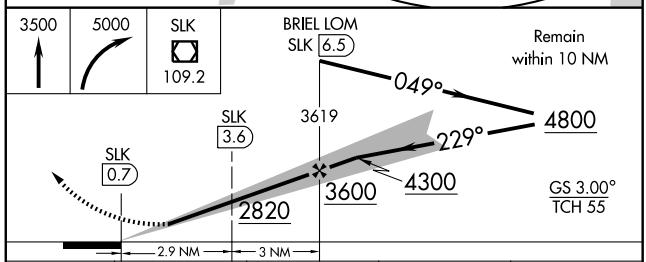
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR's increase S-LOC 23 Cat B visibility to 1½ miles.

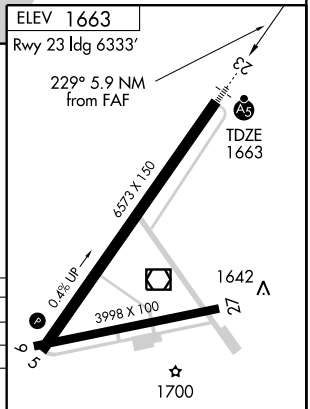
MALSR

MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1863-½ 200 (200-½) | | | |
| S-LOC 23 | 2820-1¼ 1157 (1200-1¼) | | 2820-2½ 1157 (1200-2½) | |
| CIRCLING | 2820-1¼ 1157 (1200-1¼) | 2820-1½ 1157 (1200-1½) | 2820-3 1157 (1200-3) | |
| DME MINIMUMS | | | | |
| S-LOC 23 | 2260-½ 597 (600-½) | | 2260-1 597 (600-1) | 2260-1¼ 597 (600-1¼) |
| CIRCLING | 2700-1 1037 (1100-1) | 2820-1½ 1157 (1200-1½) | 2820-3 1157 (1200-3) | |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6573 |
|---|---|---|
| 059° | TDZE | 1653 |
| | Apt Elev | 1663 |

# RNAV (GPS) RWY 5

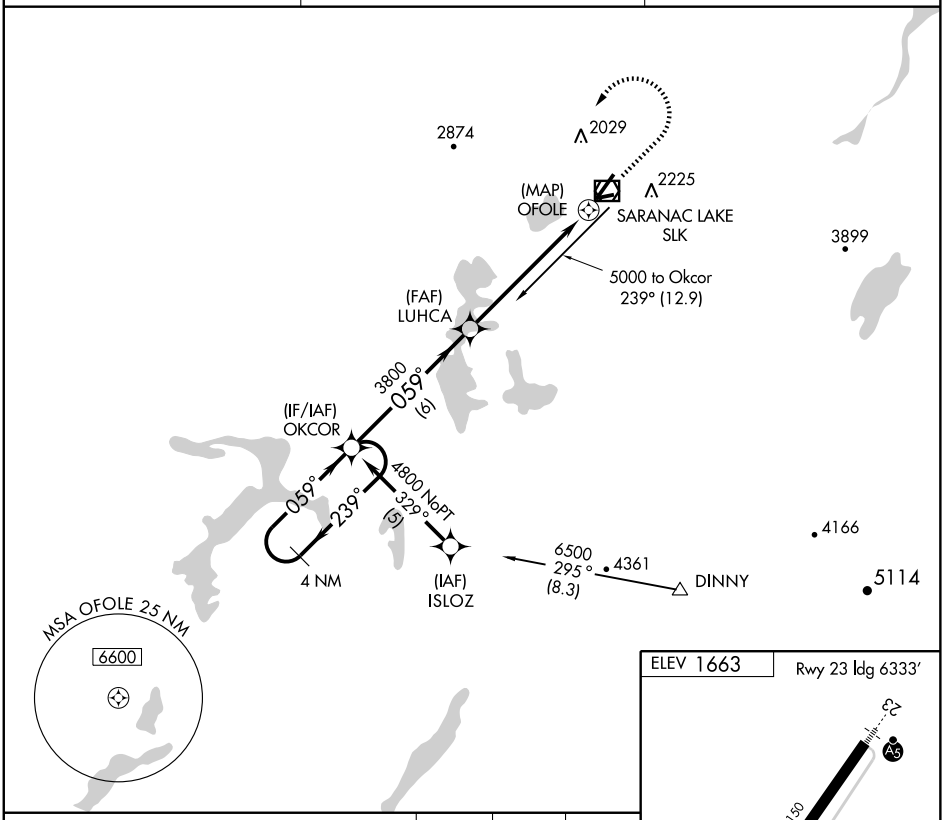
SARANAC LAKE / ADIRONDACK RGNL (SLK)

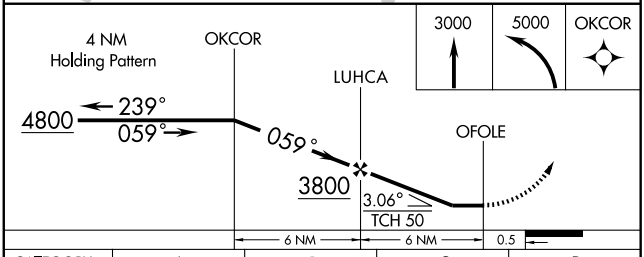
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

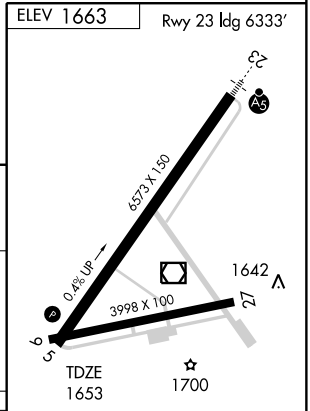
NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2340-1 687 (700-1) | | 2340-2 687 (700-2) | 2340-2¼ 687 (700-2¼) |
| CIRCLING | 2600-1¼ 937 (1000-1¼) | 2720-1½ 1057 (1100-1½) | 2720-3 1057 (1100-3) | |

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

NE-2. 08 APR 2010 to 06 MAY 2010

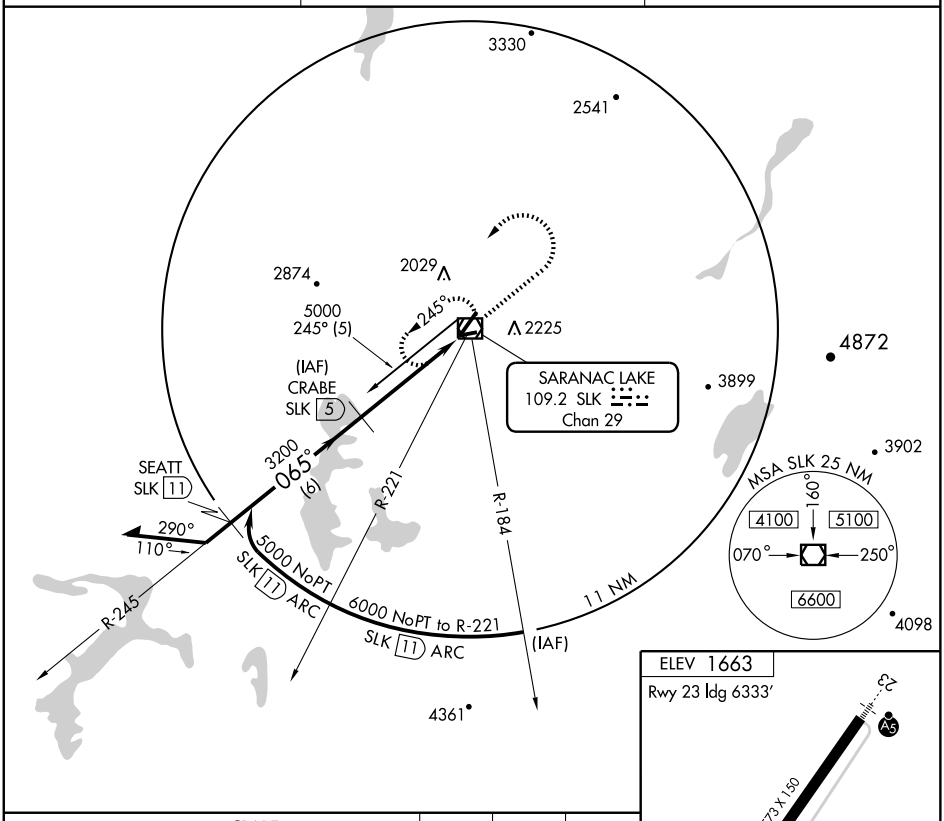
| VOR/DME SLK | APP CRS | Rwy Idg | 6573 |
|---|---|---|---|
| 109.2 | 065° | TDZE | 1653 |
| Chan 29 | | Apt Elev | 1663 |

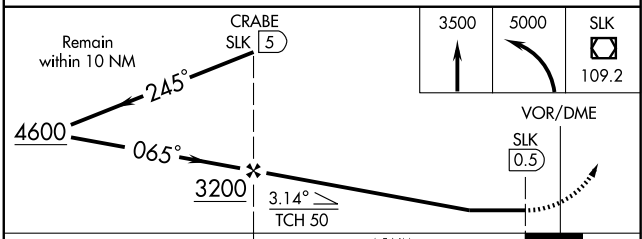
# VOR/DME RWY 5

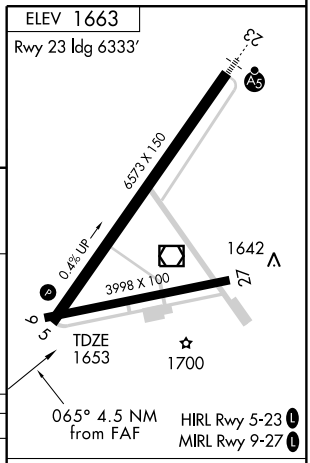
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 2460-1<br>807 (800-1) | 2460-1¼<br>807 (800-1¼) | 2460-2¼<br>807 (800-2¼) | 2460-2½<br>807 (800-2½) |
| CIRCLING | 2600-1¼<br>937 (1000-1¼) | 2720-1½<br>1057 (1100-1½) | 2720-3 1057 (1100-3) | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-2. 08 APR 2010 to 06 MAY 2010

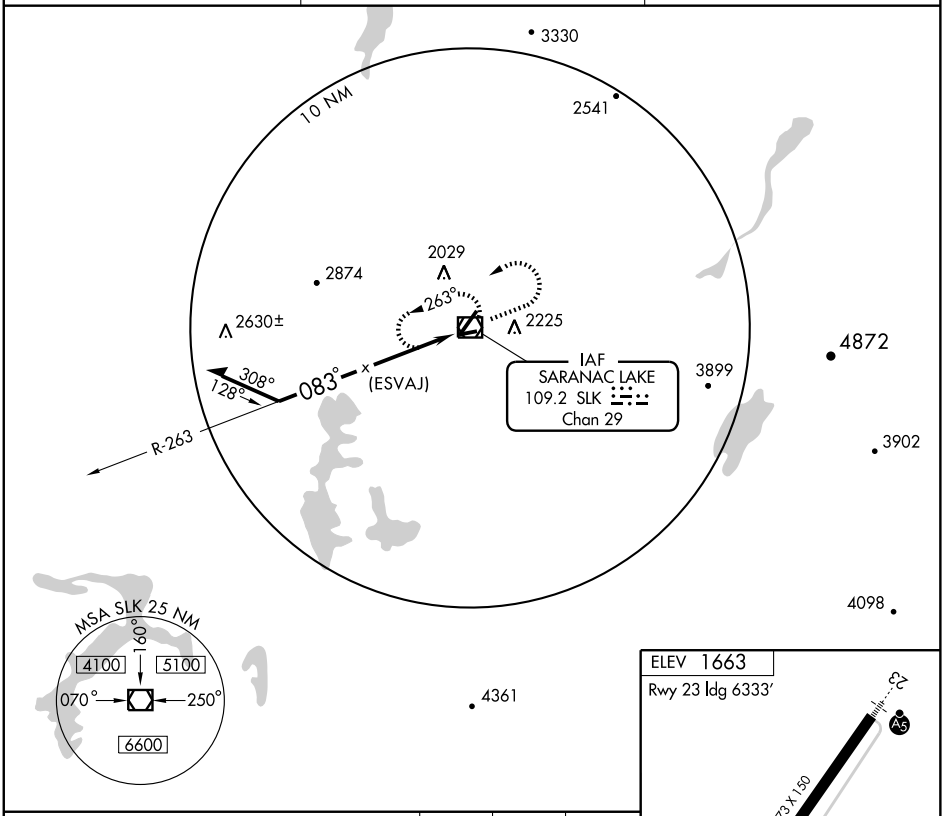
| VOR/DME SLK | APP CRS | Rwy Idg | 3998 |
|---|---|---|---|
| 109.2 | 083° | TDZE | 1643 |
| Chan 29 | | Apt Elev | 1663 |

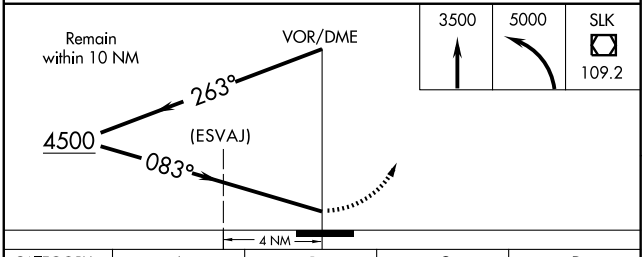
# VOR or GPS RWY 9

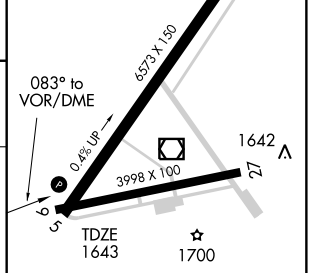
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 3000-1¼ 1357 (1400-1¼) | 3000-1½ 1357 (1400-1½) | 3000-3 1357 (1400-3) | |
| CIRCLING | 3000-1¼ 1337 (1400-1¼) | 3000-1½ 1337 (1400-1½) | 3000-3 1337 (1400-3) | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 5

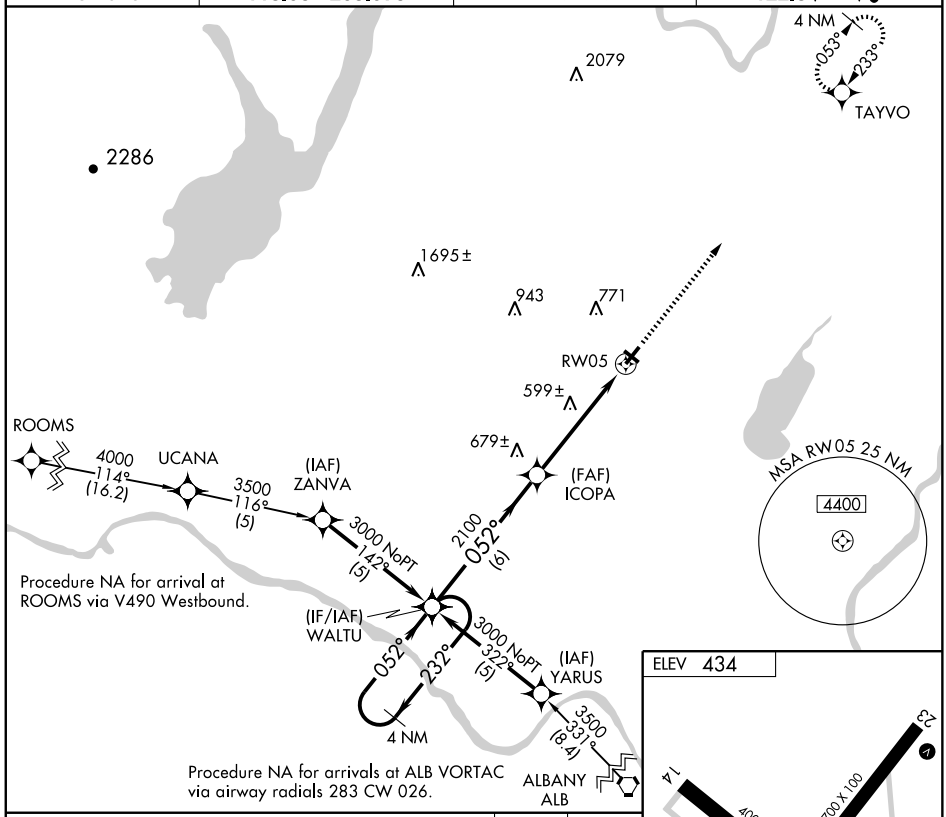
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

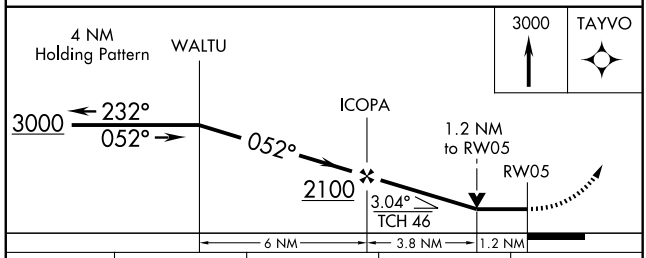
| APP CRS | Rwy Idg | 4700 |
|---|---|---|
| 052° | TDZE | 434 |
| | Apt Elev | 434 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

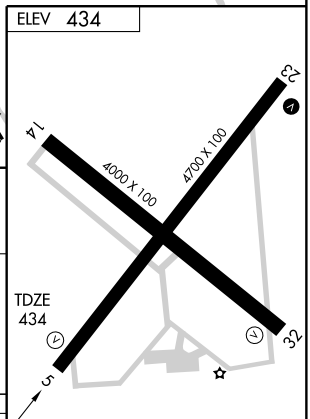
| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 122.8 (CTAF) |




| 3000 | TAYVO |
|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 426 (500-1) | | 860-1¼ 426 (500-1¼) | |
| CIRCLING | 1000-1 566 (600-1) | 1020-1 586 (600-1) | 1080-1¾ 646 (700-1¾) | 1100-2 666 (700-2) |




REIL Rwy 23 (L)
MIRL Rwy 5-23 (L)
MIRL Rwy 14-32
REIL Rwys 5 and 32

| WAAS CH 56611 W23A | APP CRS 233° | Rwy Idg 4700 TDZE 431 Apt Elev 434 |
|---|---|---|

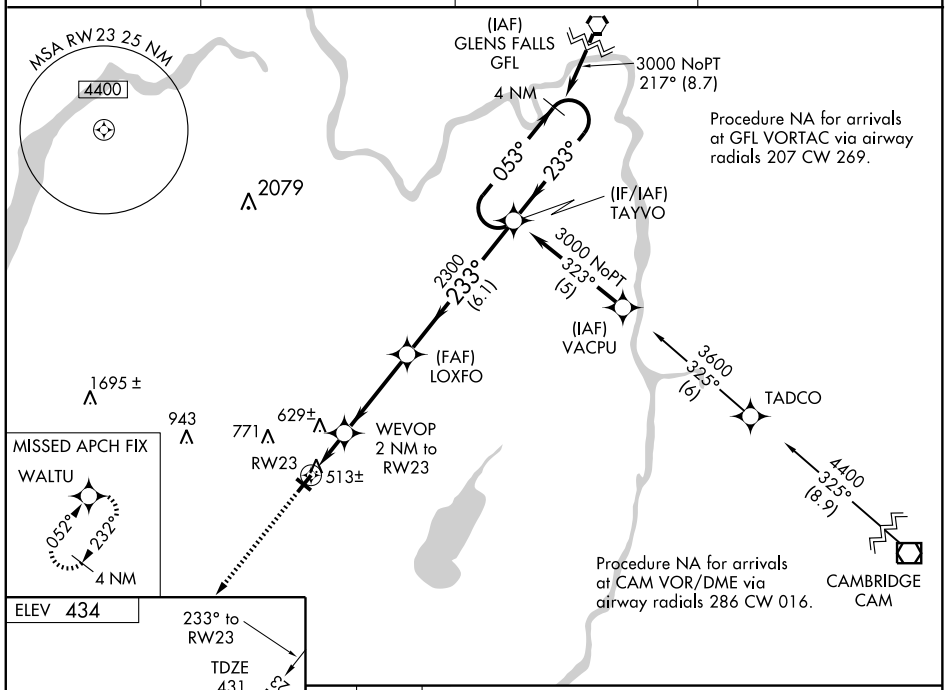
# RNAV (GPS) RWY 23

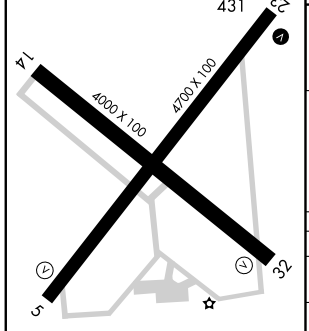
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

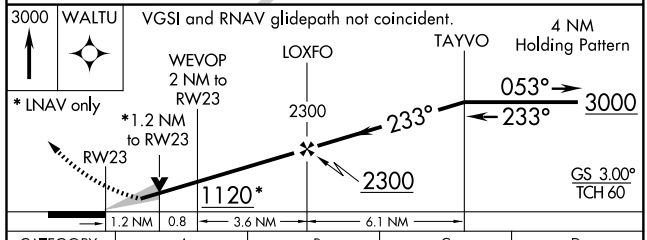
Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 745-1 314 (400-1) | | | |
| LNAV/ VNAV DA | 1046-2¼ 615 (700-2¼) | | | |
| LNAV MDA | 860-1 429 (500-1) | | 860-1¼ 429 (500-1¼) | 860-1½ 429 (500-1½) |
| CIRCLING | 1000-1 566 (600-1) | 1020-1 586 (600-1) | 1080-1¾ 646 (700-1¾) | 1100-2 666 (700-2) |

NE-2, 08 APR 2010 to 06 MAY 2010

# VOR/DME-A

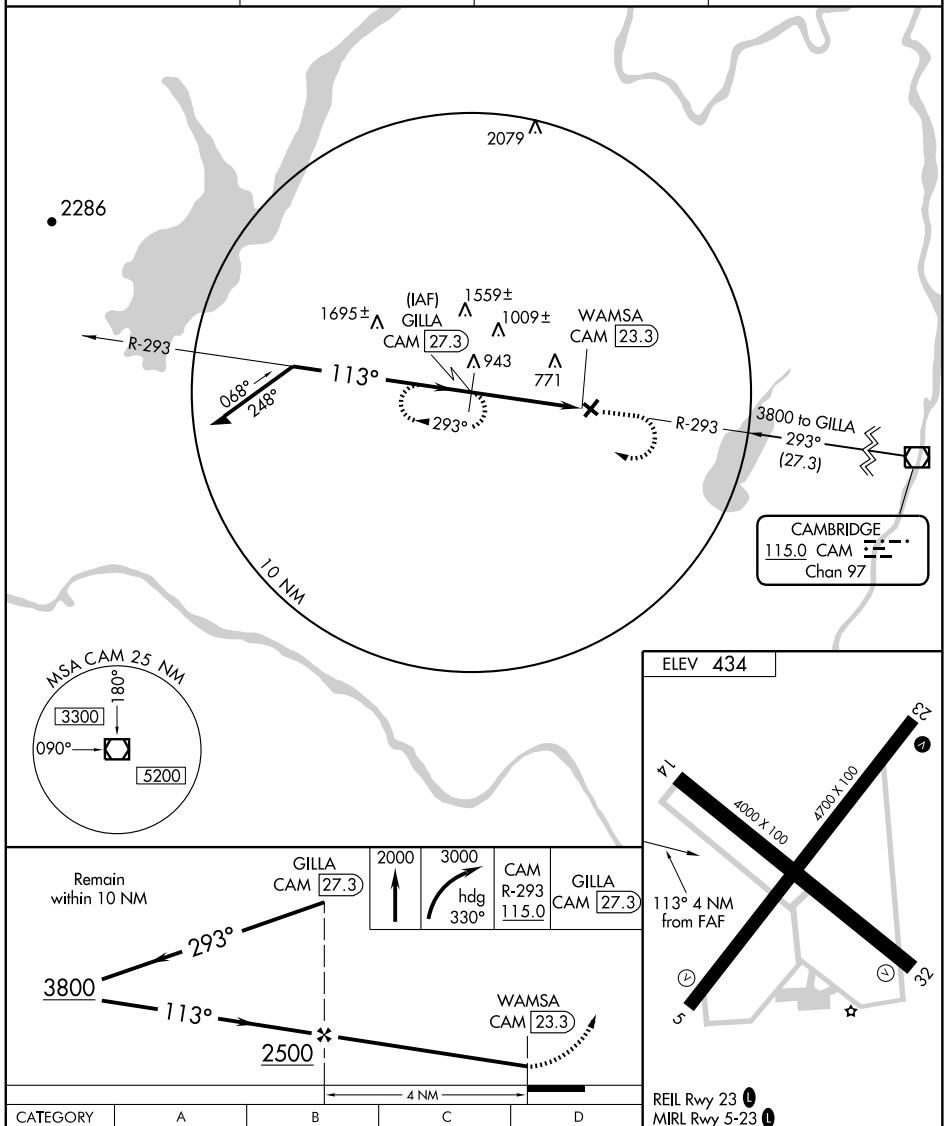
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

| VOR/DME CAM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.0 | 113° | TDZE | N/A |
| Chan 97 | | Apt Elev | 434 |

When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1<br>826 (900-1) | 1260-1¼<br>826 (900-1¼) | 1260-2½<br>826 (900-2½) | 1260-2¾<br>826 (900-2¾) |

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

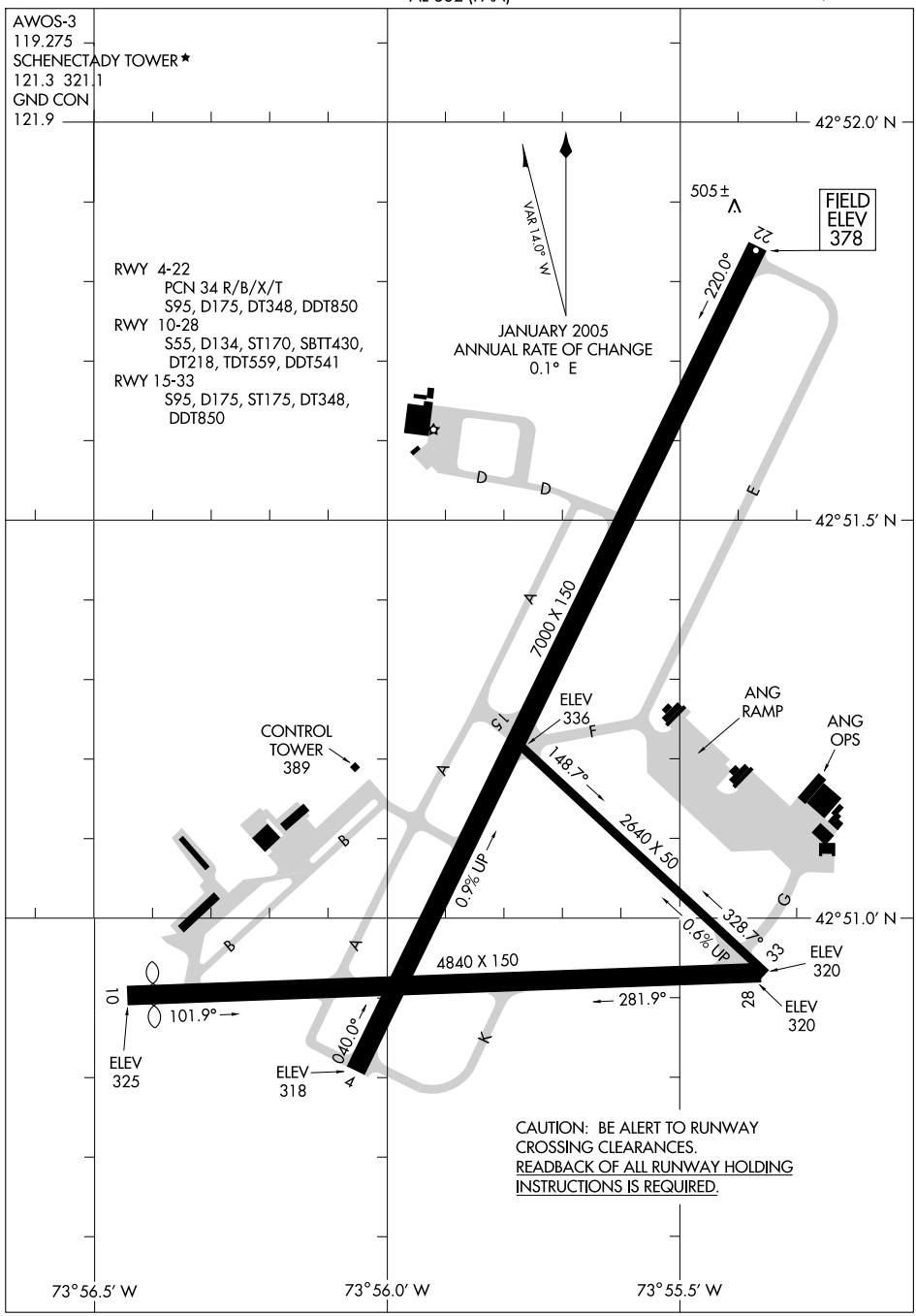
NE-2. 08 APR 2010 to 06 MAY 2010

09183

# AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

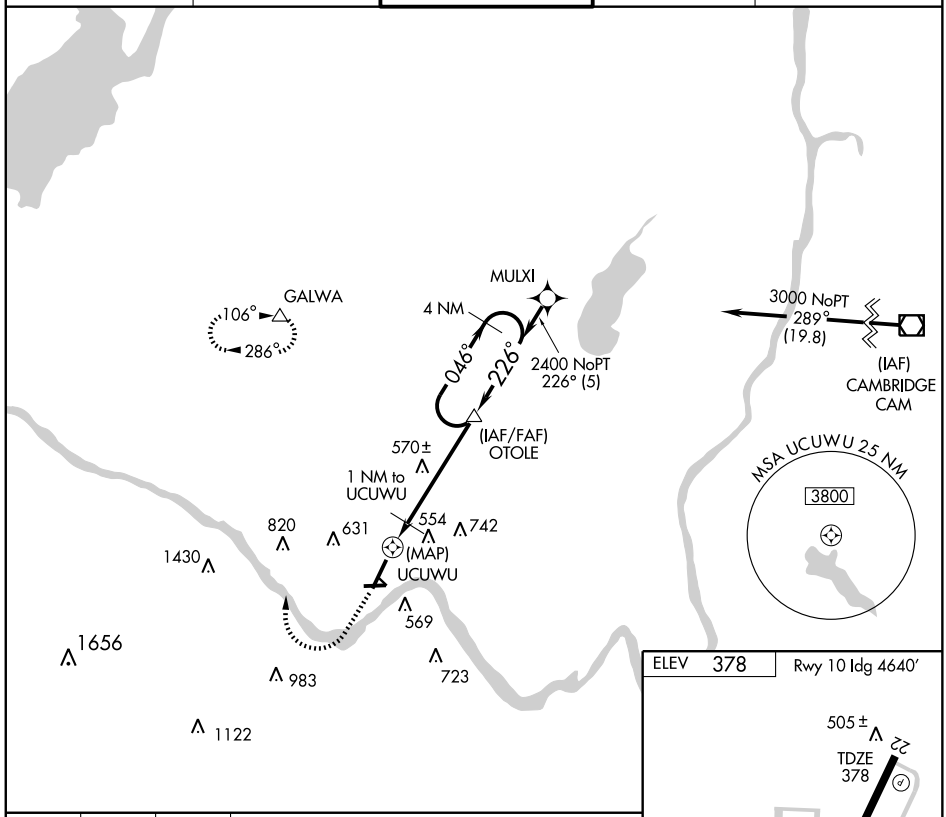
| APP CRS | | |
|---|---|---|
| 226° | Rwy Idg | 7000 |
| | TDZE | 378 |
| | Apt Elev | 378 |

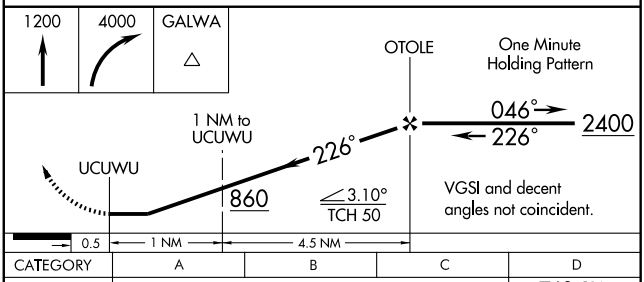
# GPS RWY 22
SCHENECTADY COUNTY (SCH)

NA

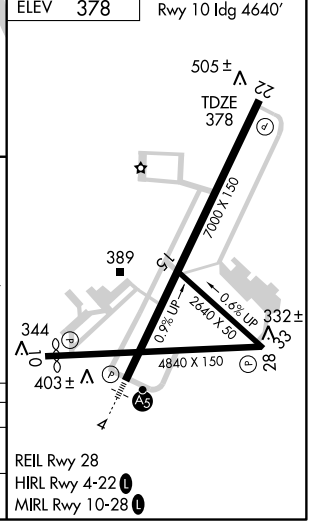
MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 760-1 382 (400-1) | | | 760-1¼ 382 (400-1¼) |
| CIRCLING | 880-1 502 (600-1) | | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |




REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

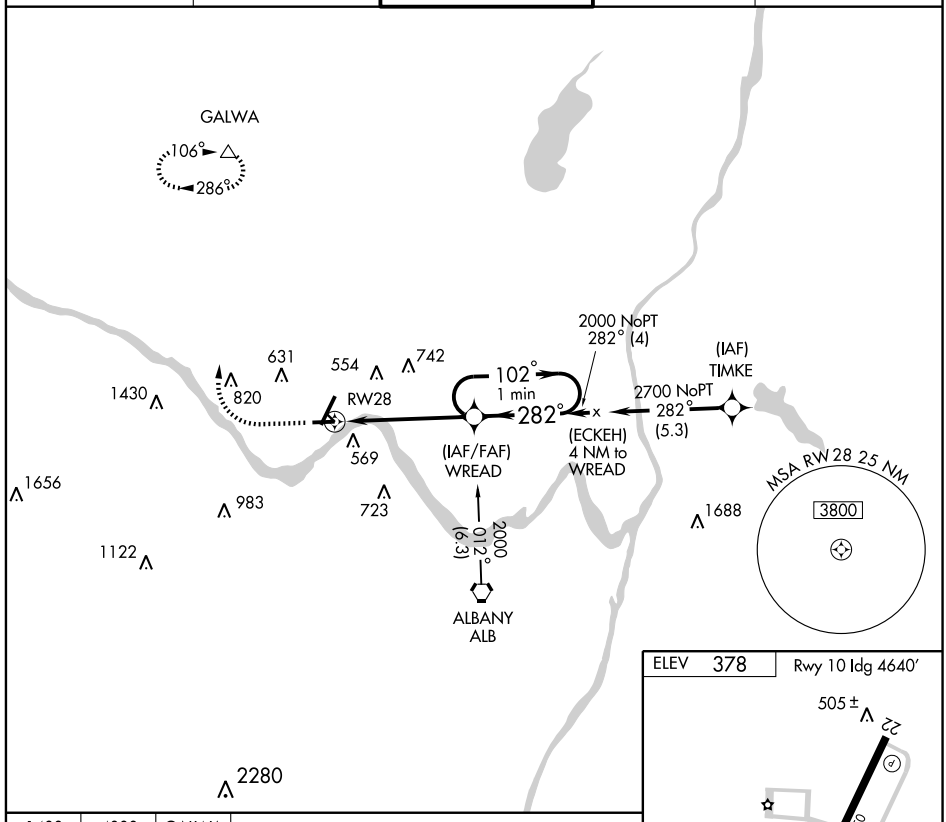
| APP CRS | | |
|---|---|---|
| 282° | Rwy Idg | 4840 |
| | TDZE | 323 |
| | Apt Elev | 378 |

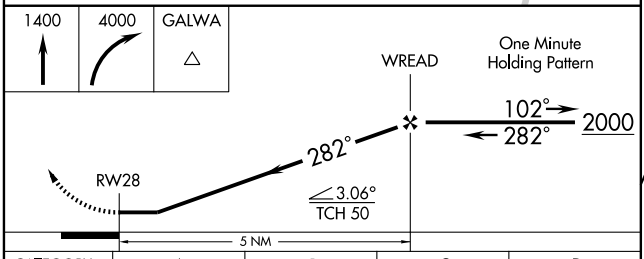
# GPS RWY 28
## SCHENECTADY COUNTY (SCH)

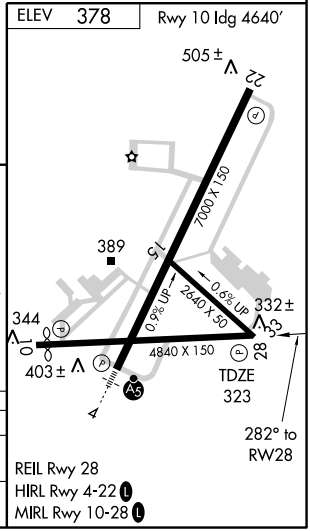
NA

MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 457 (500-1) | | 780-1¼ 457 (500-1¼) | 780-1½ 457 (500-1½) |
| CIRCLING | 880-1 502 (600-1) | | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-SCH | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 109.7 | 040° | TDZE | 338 |
| | | Apt Elev | 378 |

# ILS RWY 4
## SCHENECTADY COUNTY (SCH)

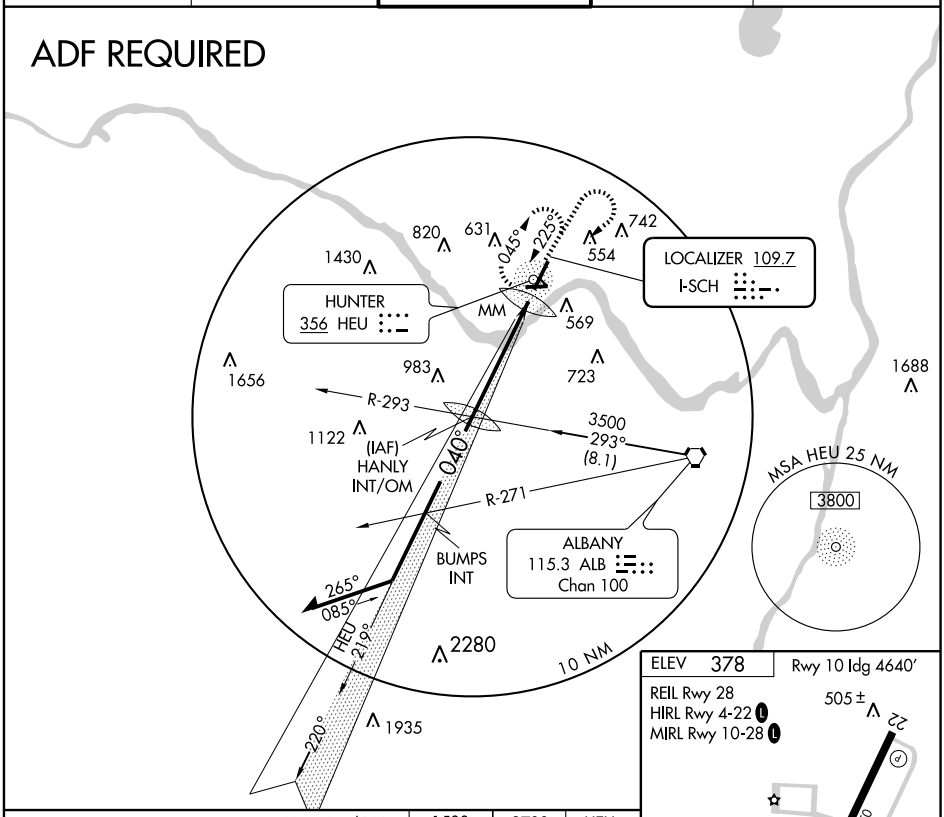
Inoperative table does not apply to S-LOC 4 CAT C.

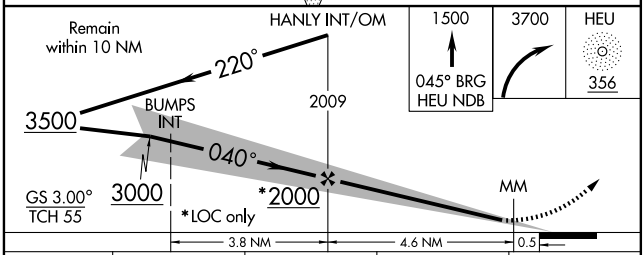
MALSR

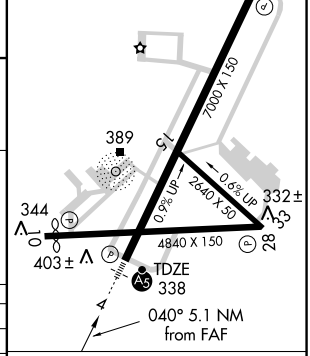
MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |

## ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 555-¾ 217 (200-¾) | | | |
| S-LOC 4 | 740-¾ 402 (400-¾) | | 740-1¼ 402 (400-1¼) | |
| CIRCLING | 880-1 502 (600-1) | | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-2. 08 APR 2010 to 06 MAY 2010

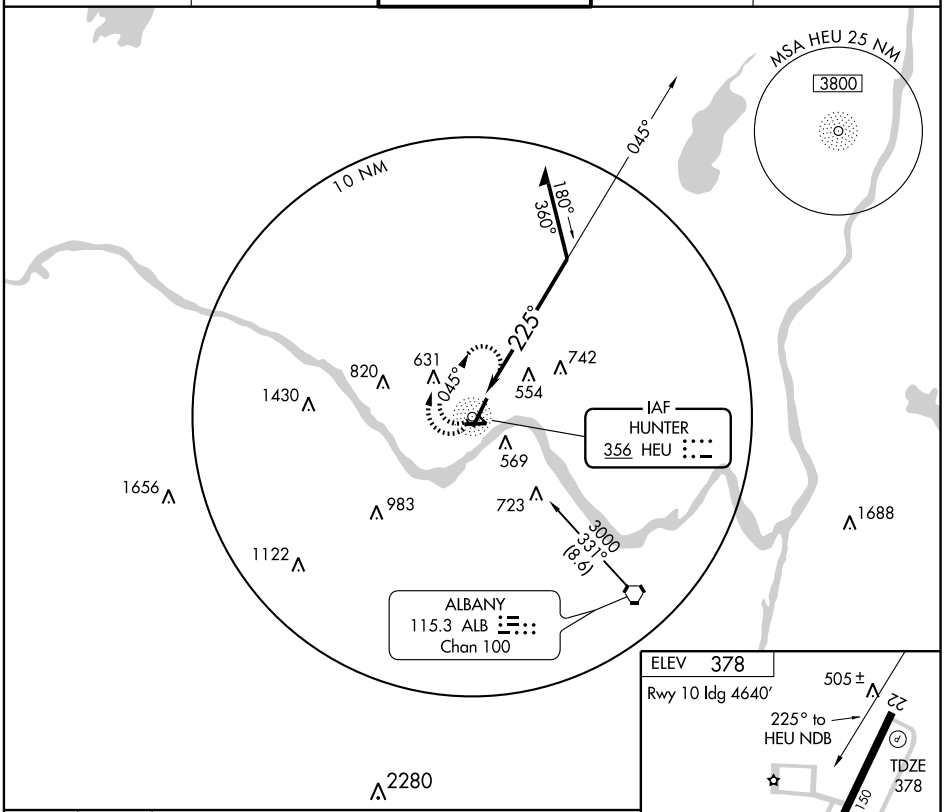
| NDB HEU 356 | APP CRS 225° | Rwy Idg 7000<br>TDZE 378<br>Apt Elev 378 |
|---|---|---|

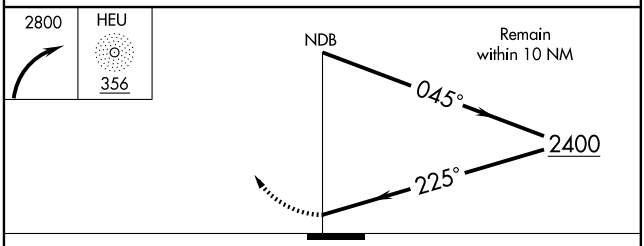
# NDB RWY 22

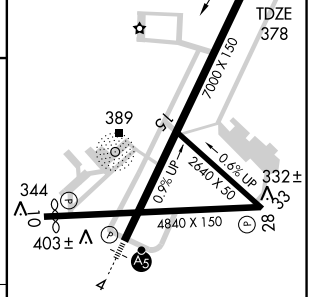
SCHENECTADY COUNTY (SCH)

MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |




REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 980-1 | 602 (700-1) | 980-1¾<br>602 (700-1¾) | 980-2<br>602 (700-2) |
| CIRCLING | 980-1 | 602 (700-1) | 980-1¾<br>602 (700-1¾) | 1000-2<br>622 (700-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3786 |
|---|---|---|
| 007° | TDZE | 492 |
| | Apt Elev | 492 |

# RNAV (GPS) RWY 1

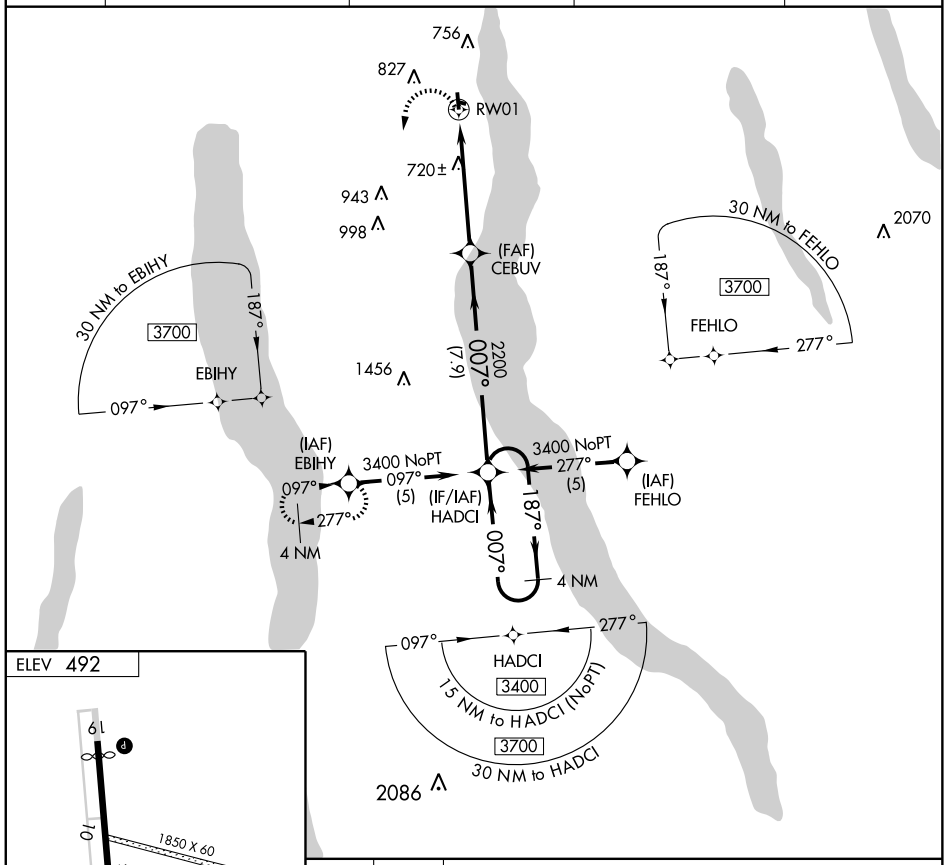
SENECA FALLS / FINGER LAKES RGNL (ØG7)

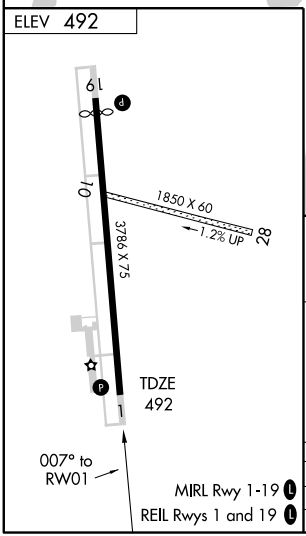
When local altimeter setting not received, use Syracuse Hancock altimeter setting. DME/DME RNP-0.3 NA.

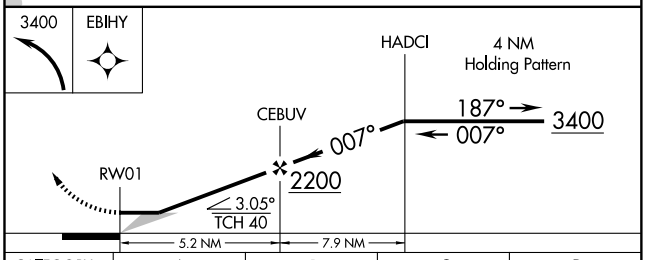
NA

MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

| AWOS-3 | SYRACUSE APP CON | ROCHESTER APP CON | ELMIRA APP CON ★ | UNICOM |
|---|---|---|---|---|
| 120.0 | 126.125 269.125 (E-NE) | 119.55 269.6 (W-NW) | 124.3 257.8 (SW-SE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 568 (600-1) | NA | |
| CIRCLING | 1080-1 | 588 (600-1) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-HWV | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 108.95 | 059° | TDZE | 81 |
| | | Apt Elev | 82 |

# ILS RWY 6

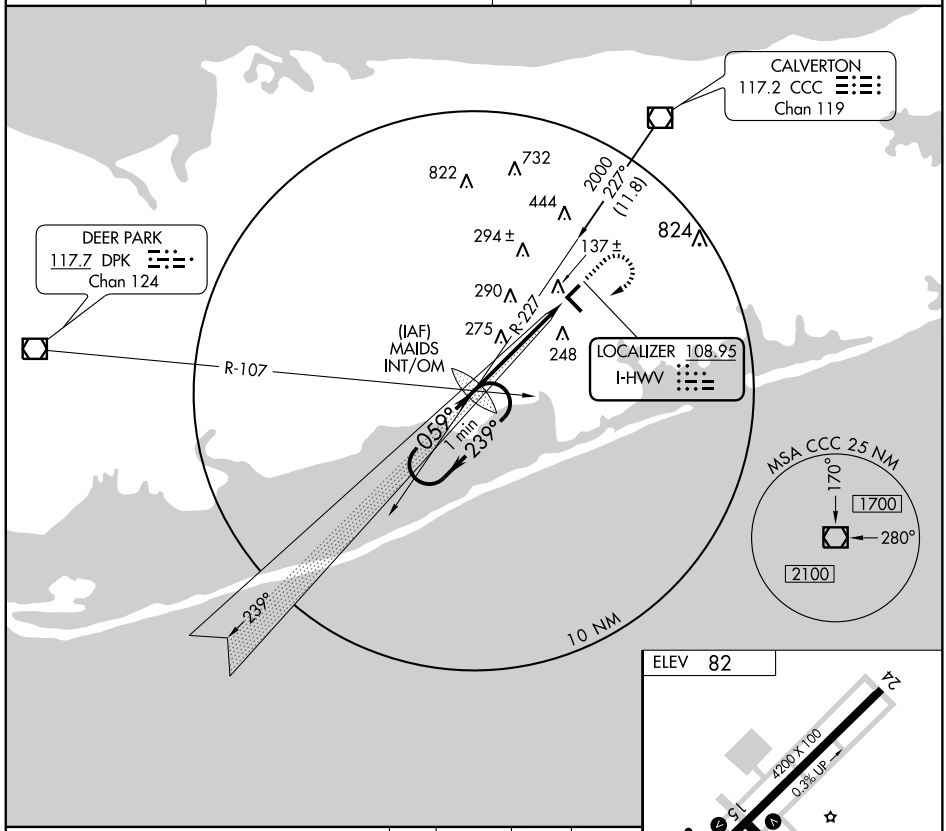
SHIRLEY / BROOKHAVEN (HWV)

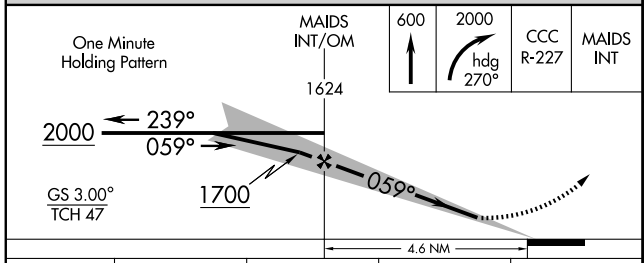
Use Long Island MacArthur altimeter setting.
ILS unusable from MM inbound.

MALSR

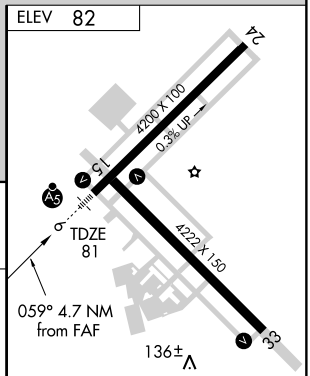
MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS INT and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) |




| 600 | 2000 hdg 270° | CCC R-227 | MAIDS INT |
|---|---|---|---|




REIL Rwys 6, 15, 24, and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 309-½ | 228 (300-½) | NA | |
| S-LOC 6 | 560-½ | 479 (500-½) | NA | |
| CIRCLING | 600-1 | 518 (600-1) | NA | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 059° | TDZE | 77 |
| | Apt Elev | 81 |

# RNAV (GPS) RWY 6

SHIRLEY / BROOKHAVEN (HWV)

If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |

Procedure NA for arrivals at CCC VOR/DME via V91 northbound.

CALVERTON CCC

2000 to PIRCE 232° (18.1)

822 732 444 294± 137± 290 824 248

RW06

DEER PARK DPK

2000 120° (8.7)

(IAF) MCCAB

2000 NoPT 149° (5)

(FAF) TYCHO

1700 059° (6.1)

EPARE 2.1 NM to RW06

ISQAC

170° 350° 4 NM

(IF/IAF) PIRCE

059° 239° 4 NM

2000 NoPT 329° (5)

(IAF) DUDDA

RADAR required for arrivals at DUDDA.

MSA RW06 25 NM

1900

ELEV 81

4200 X 100

0.3% UP

15 6 24 33

TDZE 77

059° to RW06

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

4 NM Holding Pattern

PIRCE

TYCHO

EPARE 2.1 NM to RW06

2000 239° 059° 059°

3.04° TCH 48

1700

1.1 NM to RW06

RW06

760

2000 ISQAC

6.1 NM 2.8 NM 1 NM 1.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-½ 403 (400-½) | | NA | |
| CIRCLING | 560-1 479 (500-1) | | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4222 |
|---|---|---|---|
| CH 90402 | 149° | TDZE | 70 |
| W15A | | Apt Elev | 81 |

# RNAV (GPS) RWY 15

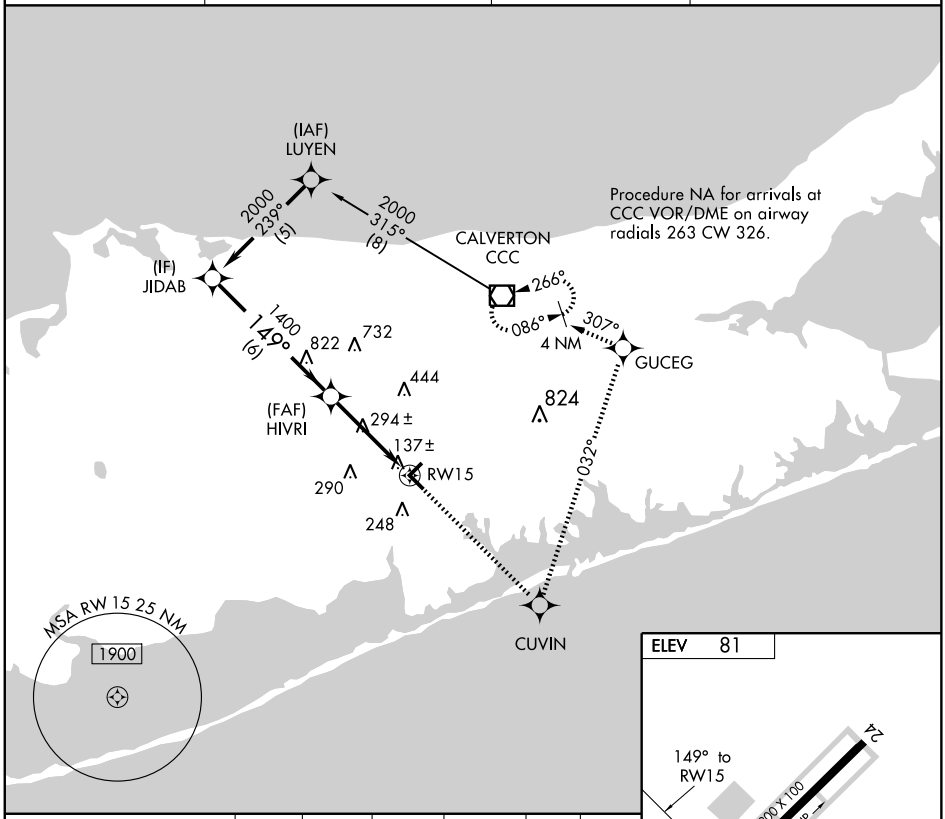
SHIRLEY / BROOKHAVEN (HWV)

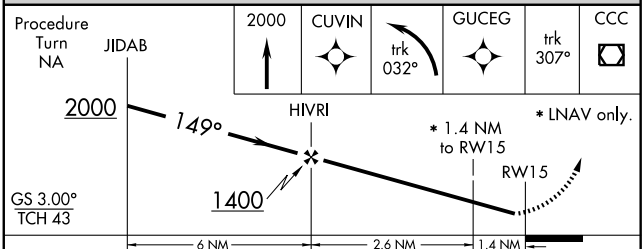
T A W

DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

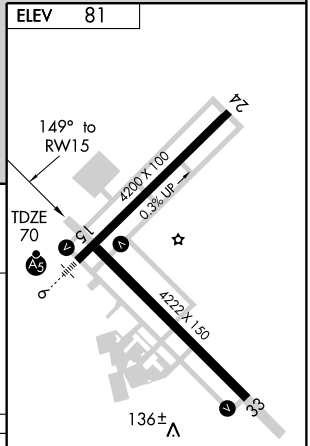
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 392-1¼ | 322 (400-1¼) | NA | |
| LNAV MDA | 560-1 | 490 (500-1) | NA | |
| CIRCLING | 560-1 | 479 (500-1) | NA | |




REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4222 |
|---|---|---|---|
| CH 40412 | 329° | TDZE | 67 |
| W33A | | Apt Elev | 81 |

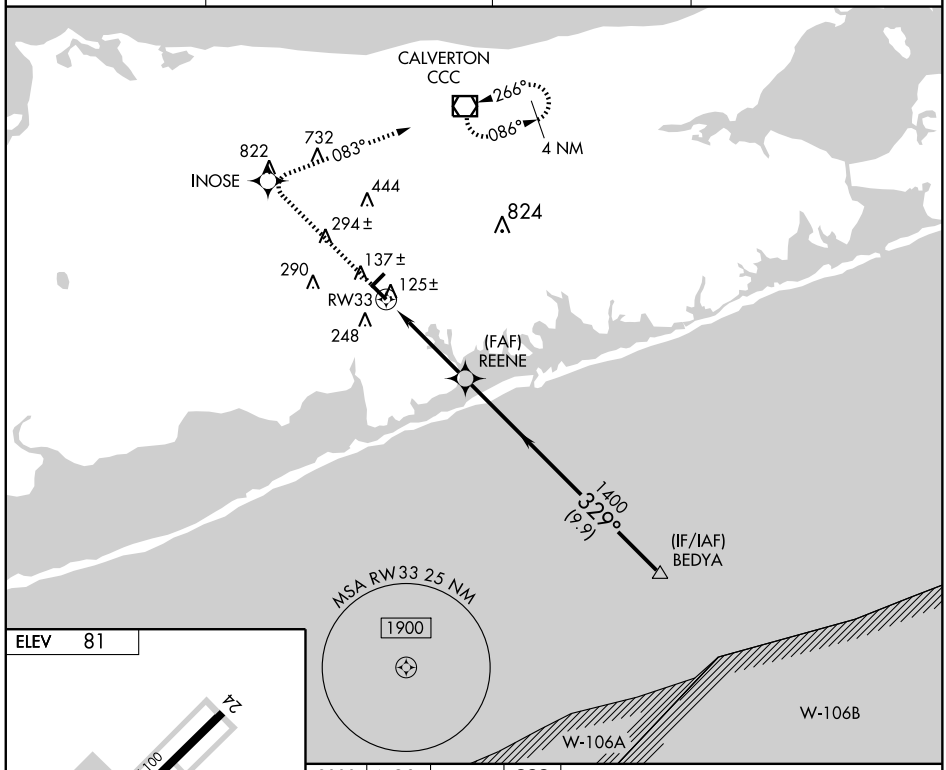
# RNAV (GPS) RWY 33

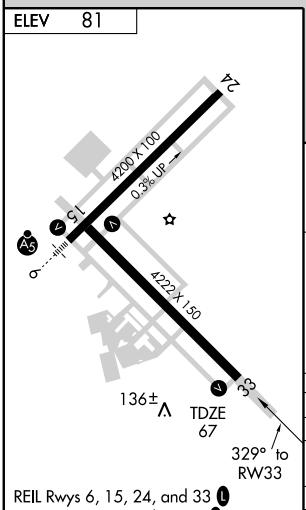
SHIRLEY / BROOKHAVEN (HWV)

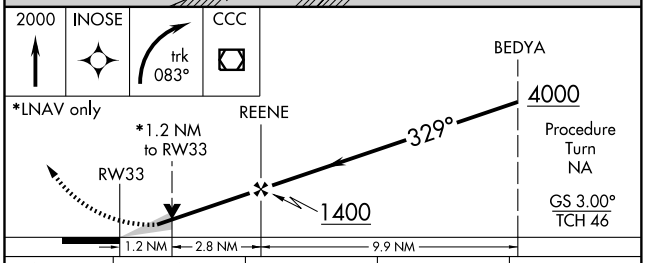
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 346-1 | 279 (300-1) | NA | |
| LNAV/VNAV DA | 449-1¼ | 382 (400-1¼) | NA | |
| LNAV MDA | 500-1 | 433 (500-1) | NA | |
| CIRCLING | 560-1 | 479 (500-1) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 239° | TDZE | 81 |
| | Apt Elev | 81 |

# RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 northwest bound.

(IAF) OCTAV

2000 149° (5)

(IF) ARDIS

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

HAMPTON HTO

2000 277° (14.3)

1700 239° (5.1)

2000 329° (5)

(IAF) FRANQ

822 732 (FAF) WEENG 444 824 294± 213± 290 137± (MAP) KOYEN 248

MSA KOYEN 25 NM 1900

YINTU 149°

ISQAC 170° 350° 4 NM

ELEV 81

24 15 33 TDZE 81 4200 X 100 0.3% UP 4222 X 150 136±

REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

2000 | YINTU | trk 149° | ISQAC

KOYEN WEENG ARDIS Procedure Turn NA 2000 239° 1700 3.04° TCH 45

0.5 4.4 NM 5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 399 (400-1) | NA | |
| CIRCLING | 560-1 | 479 (500-1) | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 56601 | 239° | TDZE | 81 |
| W24A | | Apt Elev | 81 |

# RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

V A W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 northwest bound.

(IAF) OCTAV

2000 149° (5)

(IF) ARDIS

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

HAMPTON HTO

2000 277° (14.3)

1700 239° (5.1)

2000 329° (5)

(IAF) FRANQ

822 732 444 824 294± 137± 290 248

WEENG

RW24

YINTU

149°

ISQAC

170° 350° 4 NM

MSA RW24 25 NM

1900

ELEV 81

240° to RW24

TDZE 81

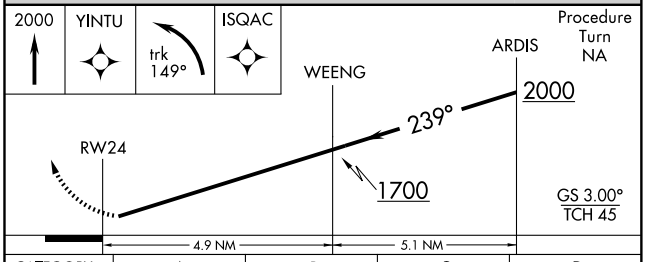
4200 X 100 0.3% UP

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 350-1 269 (300-1) | | NA | |
| CIRCLING | 560-1 479 (500-1) | | NA | |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME CCC | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 117.2 | 042° | TDZE | 77 |
| Chan 119 | | Apt Elev | 81 |

# VOR RWY 6

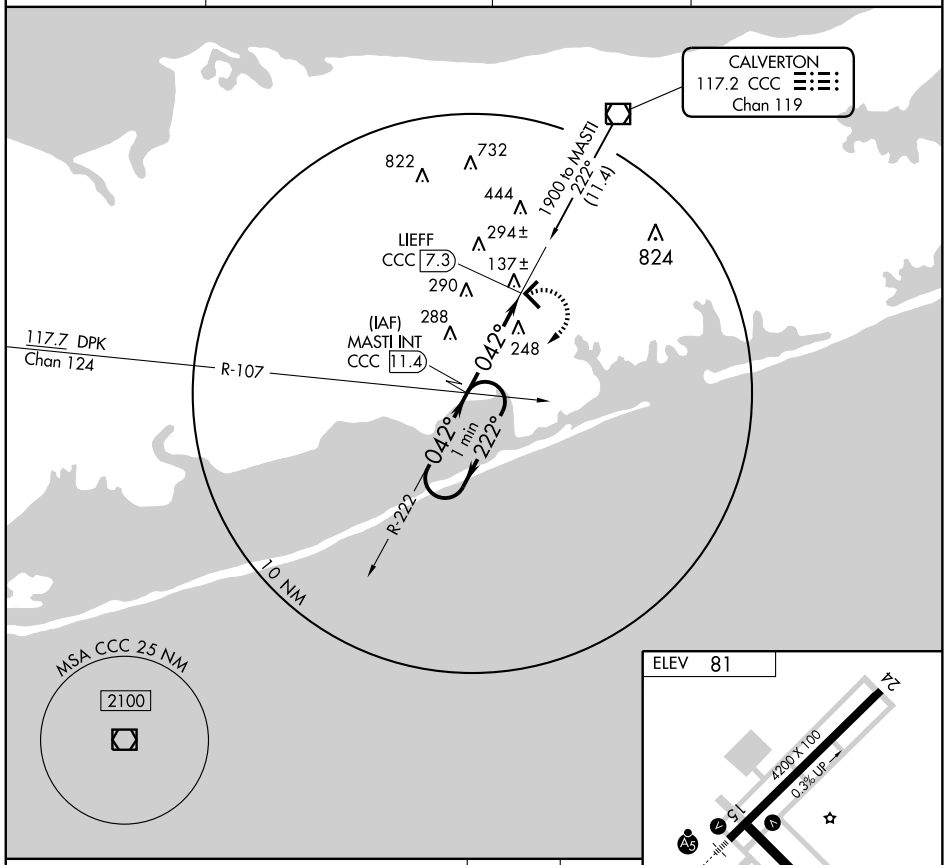
SHIRLEY / BROOKHAVEN (HWV)

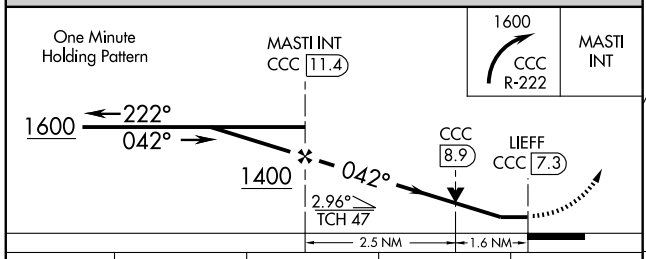
Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |







REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 620-1 | 543 (600-1) | NA | |
| CIRCLING | 620-1 | 539 (600-1) | NA | |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

NE-2. 08 APR 2010 to 06 MAY 2010

SIDNEY, NEW YORK

AL-6076 (FAA)

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 071° | TDZE | 1027 |
| | Apt Elev | 1027 |

# RNAV (GPS) RWY 7

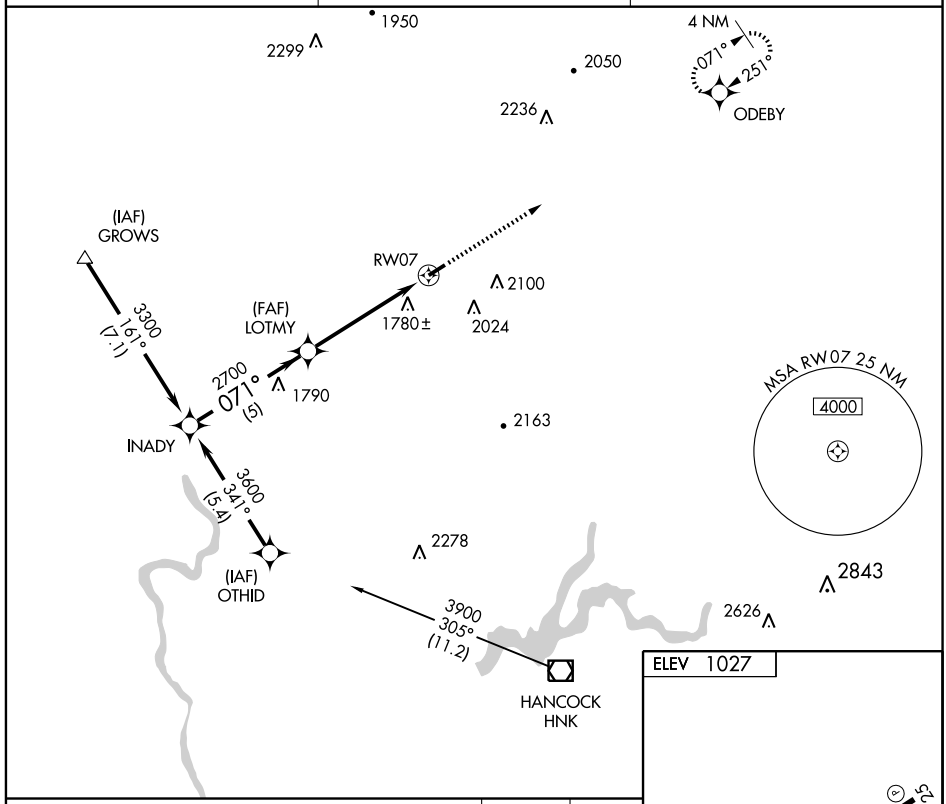
SIDNEY MUNI (N23)

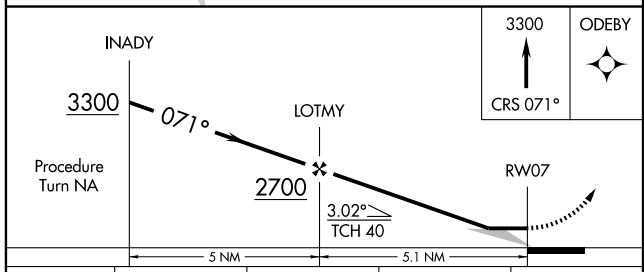
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

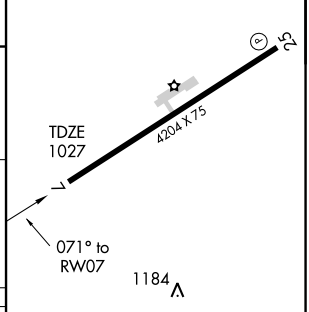
NA

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

| BOSTON CENTER | UNICOM | AWOS-3 |
|---|---|---|
| 133.25 279.5 | 122.8 (CTAF) L | 118.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2040-1¼<br>1013 (1100-1¼) | 2040-1½<br>1013 (1100-1½) | 2040-3<br>1013 (1100-3) | NA |
| CIRCLING | 2120-1¼<br>1093 (1100-1¼) | 2140-1½<br>1113 (1200-1½) | 2180-3<br>1153 (1200-3) | NA |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 251° | TDZE | 1027 |
| | Apt Elev | 1027 |

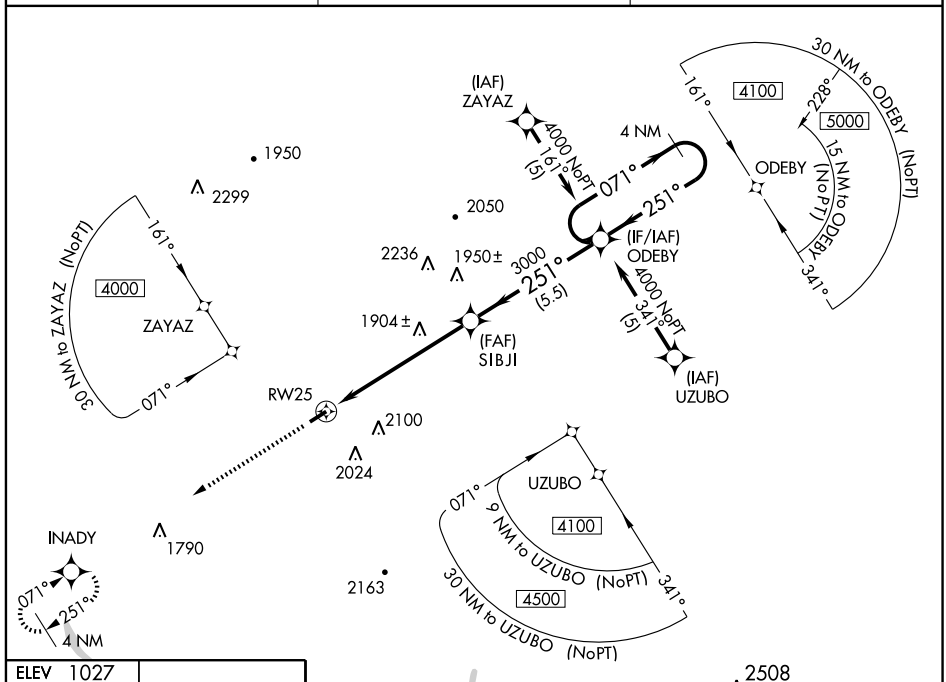
# RNAV (GPS) RWY 25

SIDNEY MUNI (N23)

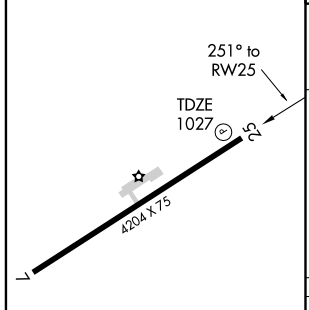
Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

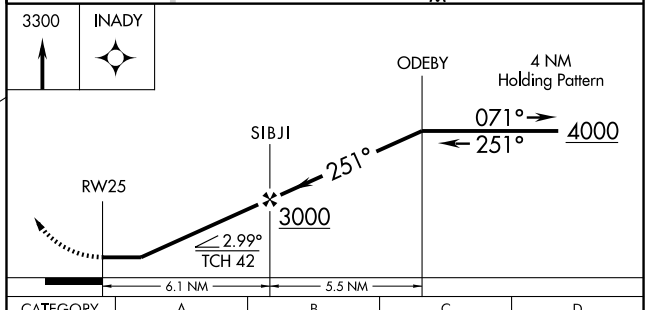
MISSED APPROACH: Climb to 3300 direct INADY WP and hold.

| BOSTON CENTER | UNICOM | AWOS-3 |
|---|---|---|
| 133.25 279.5 | 122.8 (CTAF) L | 118.275 |




ELEV 1027




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ DA VNAV | NA | | | |
| LNAV MDA | 2320-1¼ 1293 (1300-1¼) | 2320-1½ 1293 (1300-1½) | 2320-3 1293 (1300-3) | NA |
| CIRCLING | 2320-1¼ 1293 (1300-1¼) | 2320-1½ 1293 (1300-1½) | 2320-3 1293 (1300-3) | NA |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 08 APR 2010 to 06 MAY 2010

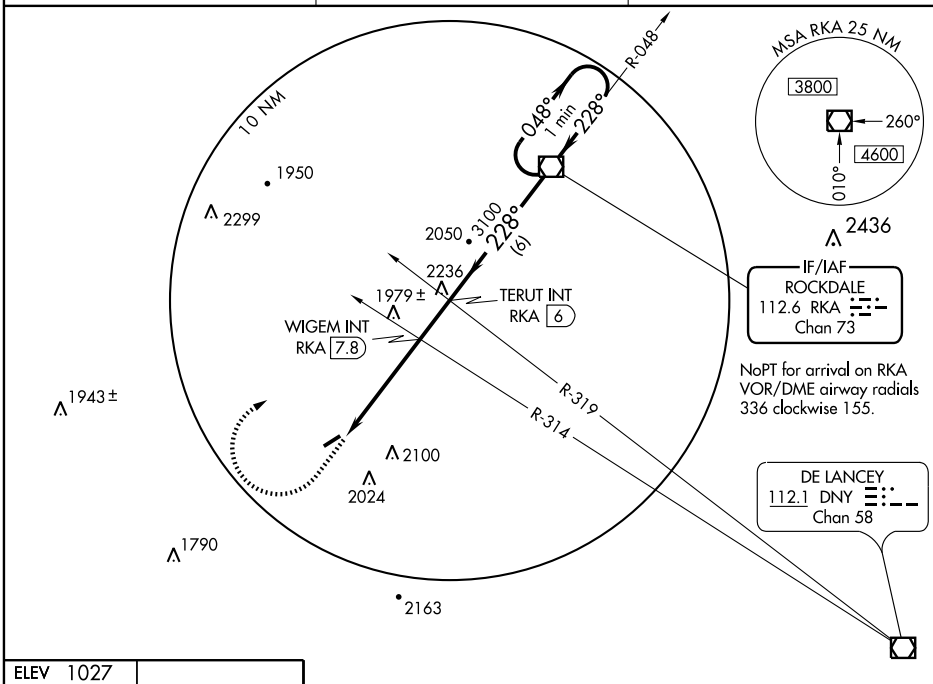
| VOR/DME RKA | APP CRS | Rwy Idg | 4204 |
|---|---|---|---|
| 112.6 | 228° | TDZE | 1027 |
| Chan 73 | | Apt Elev | 1027 |

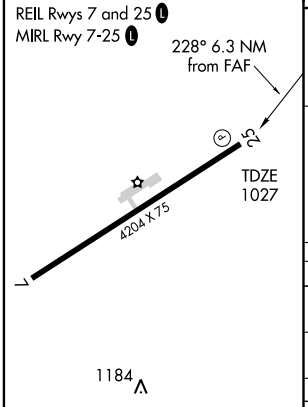
# VOR RWY 25
## SIDNEY MUNI (N23)

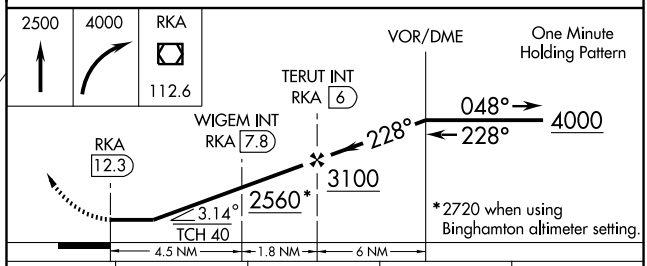
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

| BOSTON CENTER | UNICOM | AWOS-3 |
|---|---|---|
| 133.25 279.5 | 122.8 (CTAF) L | 118.275 |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2560-1¼<br>1533 (1600-1¼) | 2560-1½<br>1533 (1600-1½) | 2560-3<br>1533 (1600-3) | NA |
| CIRCLING | 2560-1¼<br>1533 (1600-1¼) | 2560-1½<br>1533 (1600-1½) | 2560-3<br>1533 (1600-3) | NA |
| WIGEM FIX MINIMUMS | | | | |
| S-25 | 2300-1¼<br>1273 (1300-1¼) | 2300-1½<br>1273 (1300-1½) | 2300-3<br>1273 (1300-3) | NA |
| CIRCLING | 2300-1¼<br>1273 (1300-1¼) | 2300-1½<br>1273 (1300-1½) | 2300-3<br>1273 (1300-3) | NA |

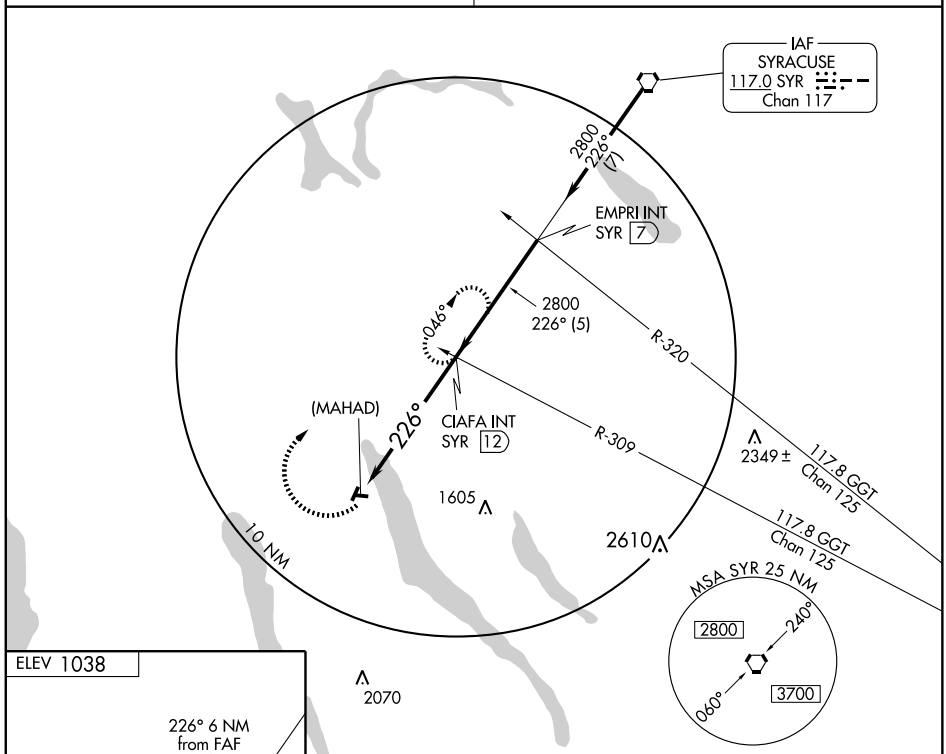
NE-2. 08 APR 2010 to 06 MAY 2010

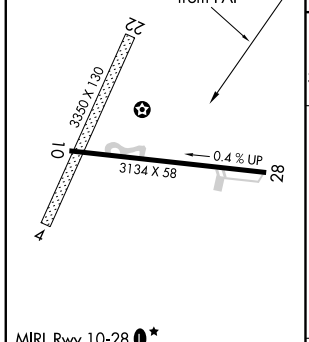
| VORTAC SYR 117.0 Chan 117 | APP CRS 226° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1038 |
|---|---|---|

# VOR or GPS-A

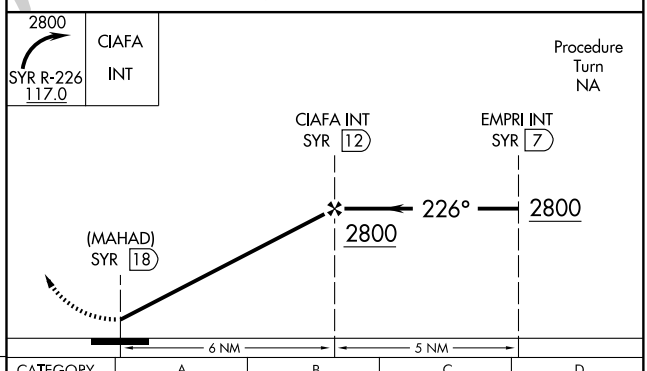
## SKANEATELES AERO DROME (6B9)

| | |
|---|---|
| ▼<br>▲ NA | Use Syracuse altimeter setting.<br>Two 55′ poles 70′ either side centerline 900′ from AER 28. |
| MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold. | |
| SYRACUSE APP CON<br>**126.125 269.125** | UNICOM<br>**122.8** (CTAF) L |




MIRL Rwy 10-28 L ★




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1660-1 | 622 (700-1) | 1720-2<br>682 (700-2) | NA |

NE-2, 08 APR 2010 to 06 MAY 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

| APP CRS | Rwy ldg | 2704 |
|---|---|---|
| 008° | TDZE | 196 |
| | Apt Elev | 196 |

# RNAV (GPS) RWY 1

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

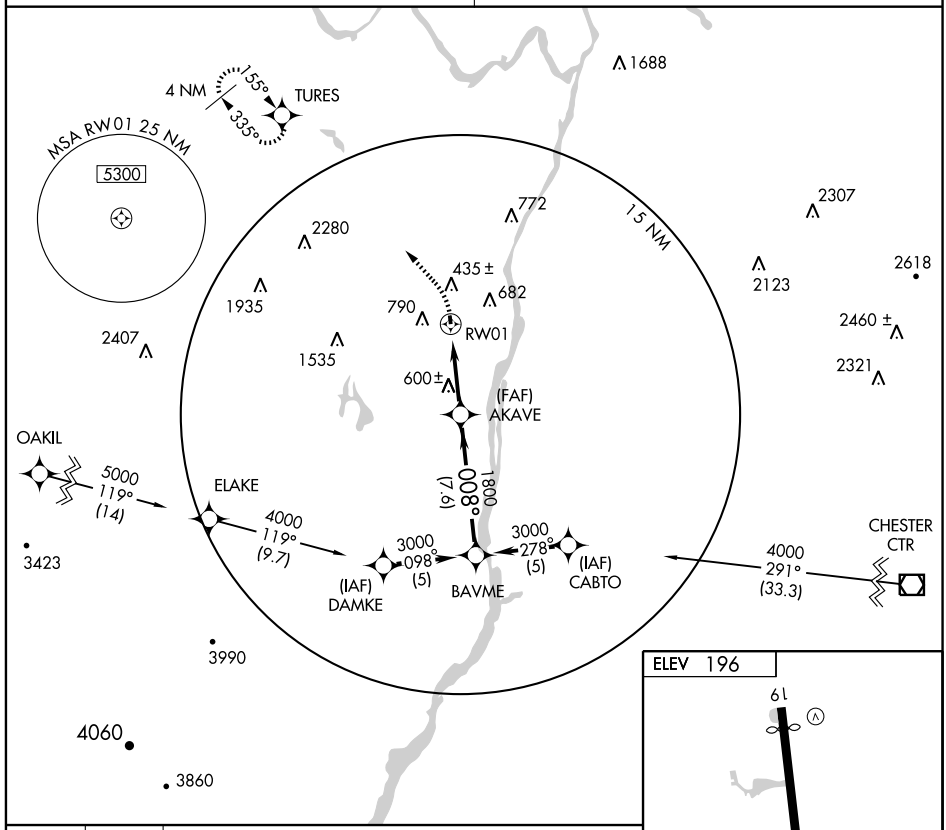
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

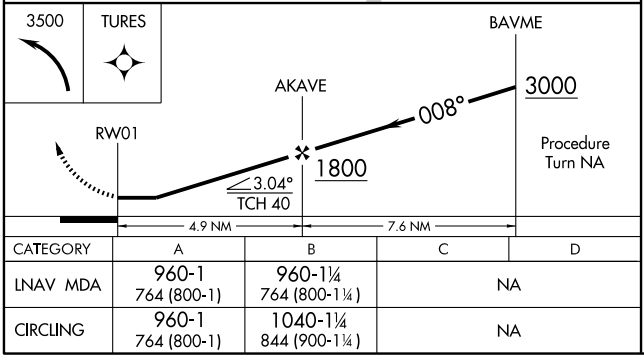
NA

MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

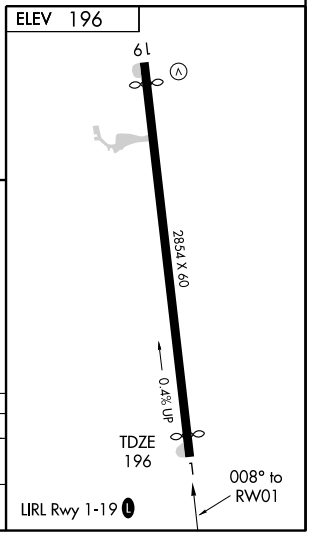
ALBANY APP CON
**118.05 263.075**

UNICOM
**123.0** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1<br>764 (800-1) | 960-1¼<br>764 (800-1¼) | NA | |
| CIRCLING | 960-1<br>764 (800-1) | 1040-1¼<br>844 (900-1¼) | NA | |




NE-2. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

| APP CRS | Rwy Idg | 2730 |
|---|---|---|
| 188° | TDZE | 196 |
| | Apt Elev | 196 |

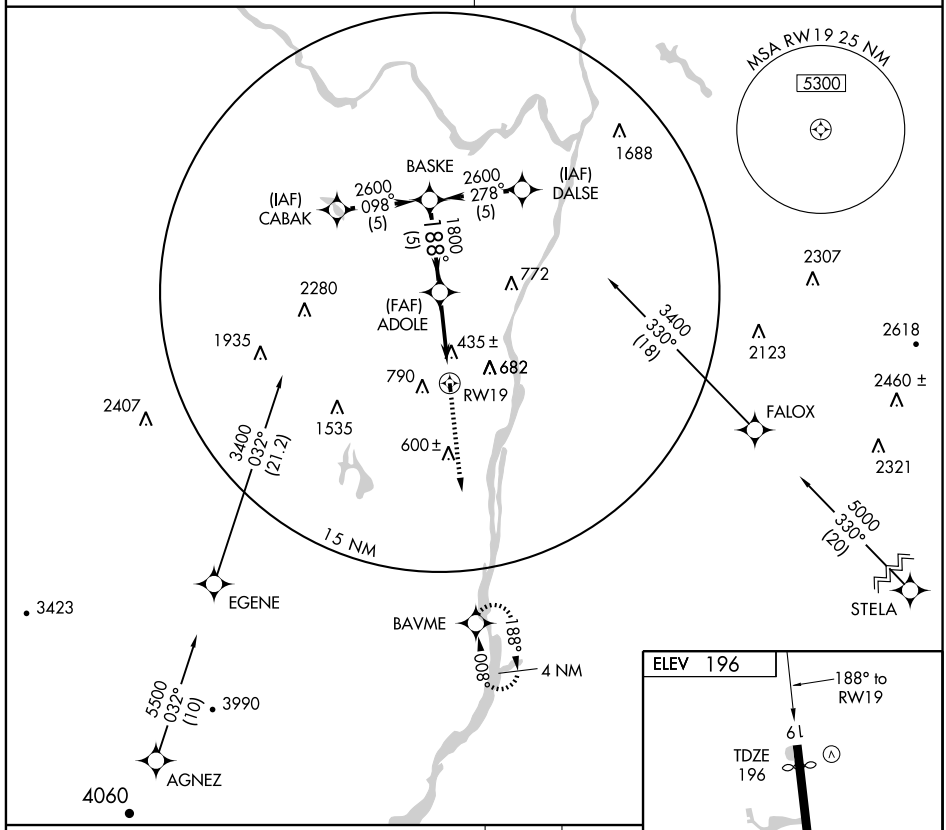
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

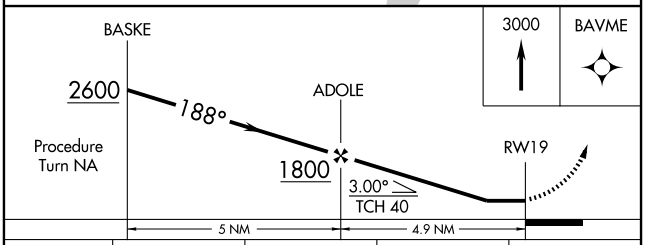
NA

MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

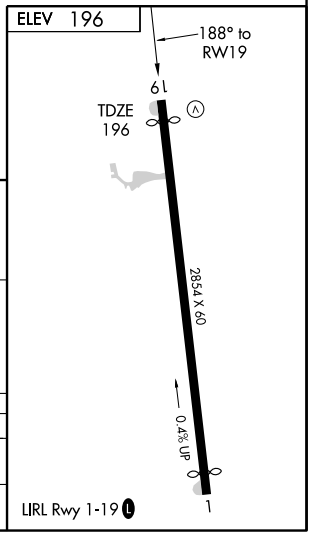
ALBANY APP CON
**118.05 263.075**

UNICOM
**123.0** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 544 (600-1) | | NA | |
| CIRCLING | 840-1 644 (700-1) | 1040-1¼ 844 (900-1¼) | NA | |




NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 190° | Surface Elev | 39 |
| | Apt Elev | 5 |

# COPTER RNAV (GPS) 190°

## SOUTHAMPTON HELIPORT (87N)

NA

Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

| WESTHAMPTON BEACH ASOS | NEW YORK APP CON | CTAF |
|---|---|---|
| 119.925 | 125.975 | 122.9 |

Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.

4 NM
190°
010°
Limit final and missed approach maximum airspeed to 70 KIAS.
(IF/IAF) TIDUE
CALVERTON CCC
1700
096°
(14.9)
1700
190° (3)
1800
304°
(7.6)
HAMPTON HTO
(FAF) STAYS
265
824
Proceed visually from CRANN or conduct the specified missed approach.
(MAP) CRANN
190°
0.9 NM
420
SEE INSET
5 NM
056°
236°
BEADS
MSA CRANN 25 NM
1900
(MAP) CRANN
190°
0.9 NM
Southampton Heliport
ELEV 5
44 x 44
1.2 NM
ELEV 5
190° 0.9 NM from MAP
Surface Elevation 39
44 X 44
2000
BEADS
4 NM Holding Pattern
TIDUE
STAYS
1700
010°
190°
190°
1700
CRANN
190°
0.9 NM
6.00°
HVR HT 5
3 NM
3 NM

| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-190° | 560-1<br>521 (600-1) | NA | | |

NE-2. 08 APR 2010 to 06 MAY 2010

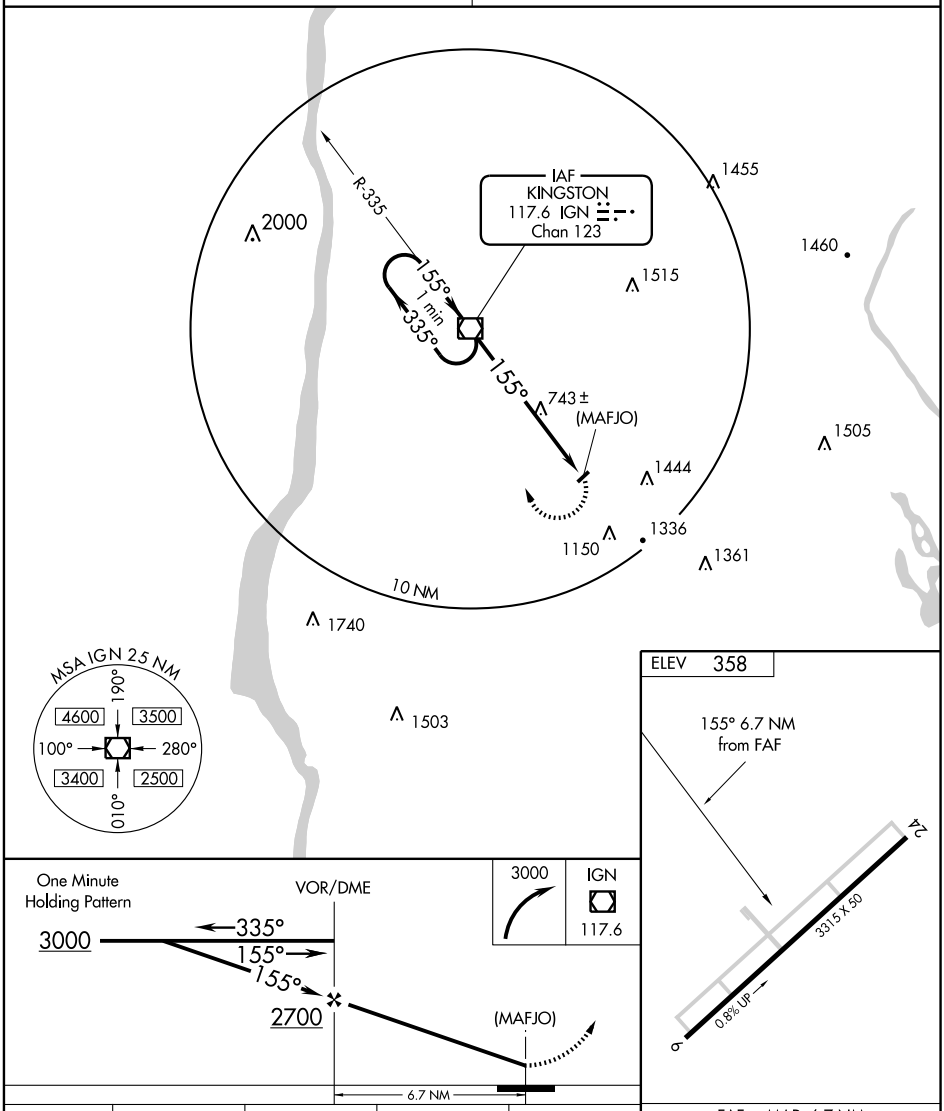
| VOR/DME IGN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.6 | 155° | TDZE | N/A |
| Chan 123 | | Apt Elev | 358 |

# VOR or GPS-A
## STORMVILLE (N69)

Use Poughkeepsie altimeter setting.
Terrain rises rapidly East and Southeast of airport.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) |

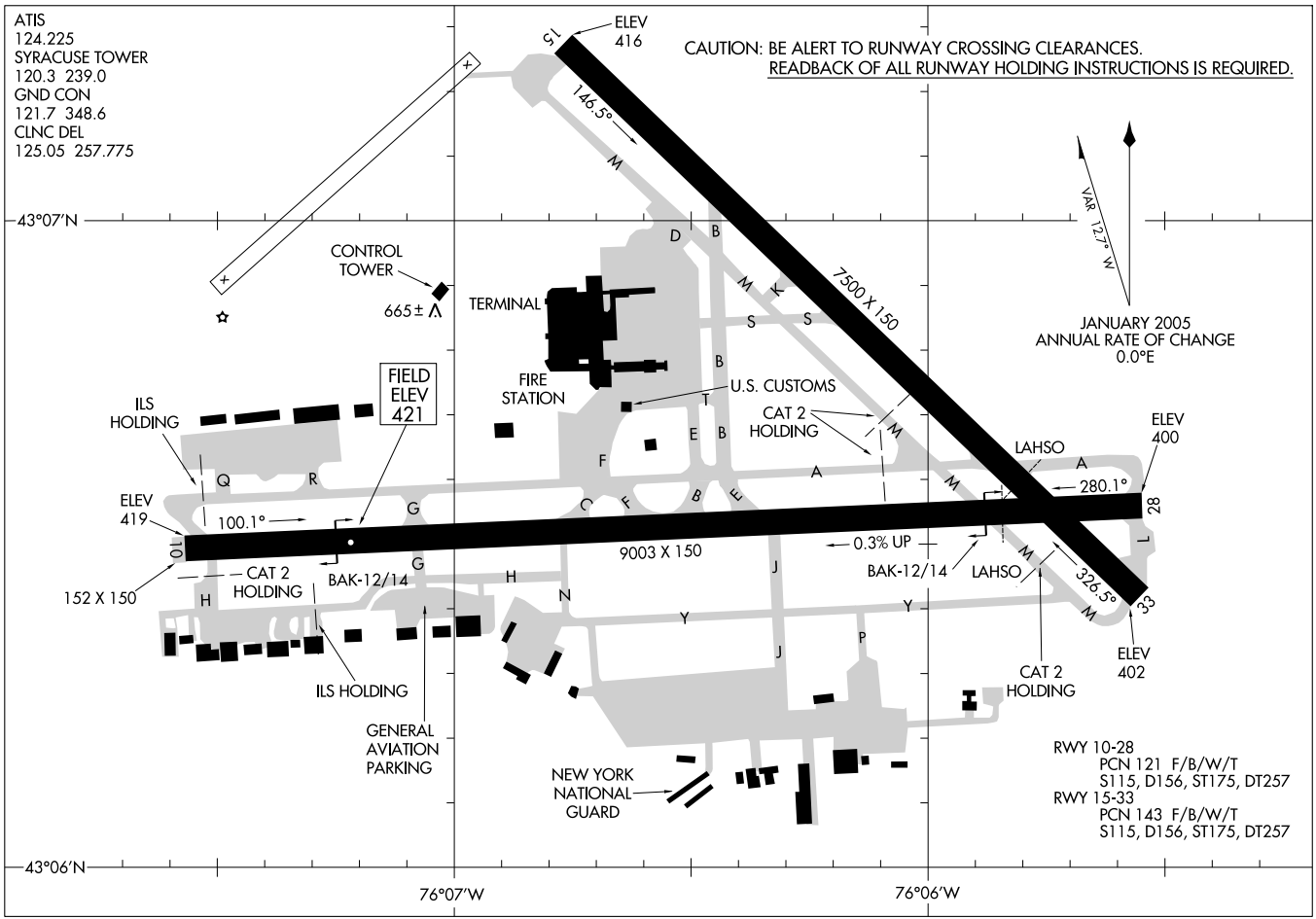



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1860-3<br>1502 (1600-3) | NA | | |

FAF to MAP 6.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

NE-2. 08 APR 2010 to 06 MAY 2010


ATIS
124.225
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELEV 416
15
146.5°
7500 X 150
VAR 12.7° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E
43°07′N
CONTROL TOWER
665± ∧
TERMINAL
FIRE STATION
U.S. CUSTOMS
FIELD ELEV 421
ILS HOLDING
CAT 2 HOLDING
ELEV 400
LAHSO
280.1°
ELEV 419
100.1°
10
28
9003 X 150
0.3% UP
BAK-12/14
LAHSO
326.5°
33
152 X 150
CAT 2 HOLDING
BAK-12/14
ILS HOLDING
GENERAL AVIATION PARKING
NEW YORK NATIONAL GUARD
CAT 2 HOLDING
ELEV 402
RWY 10-28
PCN 121 F/B/W/T
S115, D156, ST175, DT257
RWY 15-33
PCN 143 F/B/W/T
S115, D156, ST175, DT257
43°06′N
76°07′W
76°06′W

# HI-VOR/DME or TACAN RWY 15

| VORTAC SYR | APCH CRS | Rwy ldg | 7500 |
|---|---|---|---|
| 117.0 | 131° | TDZE | 417 |
| Chan 117 | | Arpt Elev | 421 |

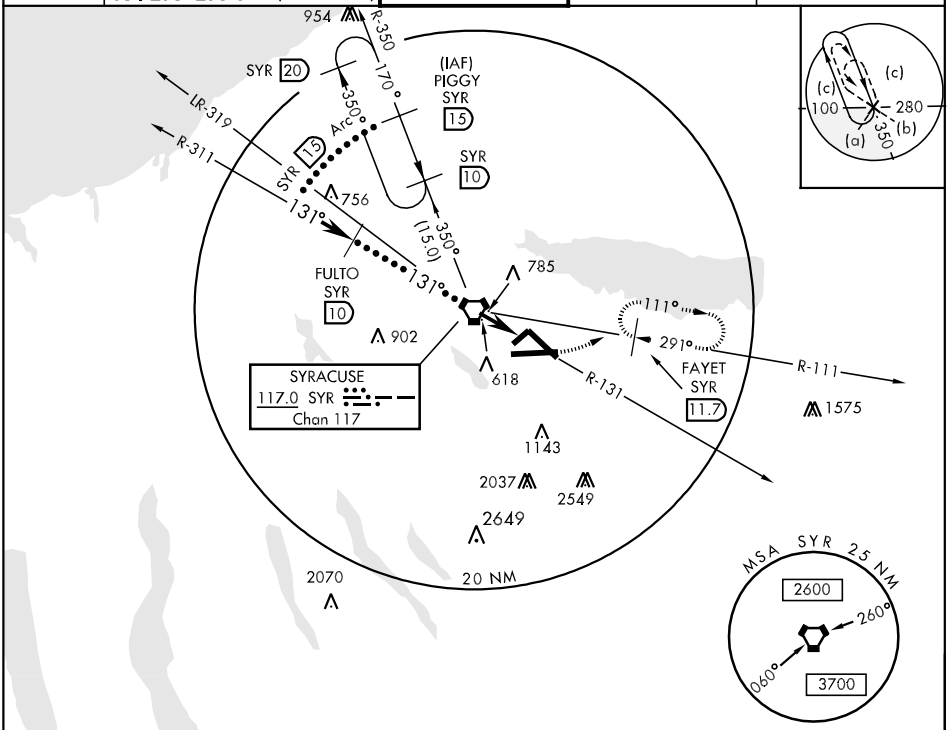
JAL-411 [USAF]

SYRACUSE HANCOCK INTL (KSYR)

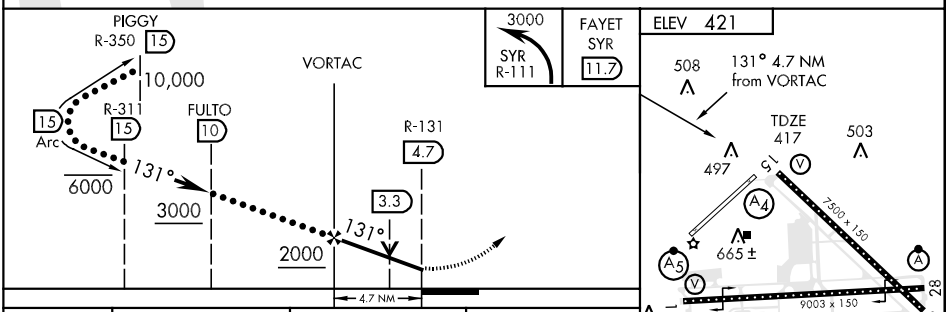
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET/11.7 DME and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 (100°- 278°)<br>134.275 279.6 (279°- 099°) | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




EMERG SAFE ALT 100 NM 6700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-15 | 920-1½ 503 (500-1½) | | 920-1¾ 503 (500-1¾) |
| CIRCLING | 980-1½ 559 (600-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |

HIRL Rwy 10-28 and 15-33
TDZ/CL Rwy 28

| LOC/DME I-MRZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 100° | TDZE | 421 |
| Chan 36 | | Apt Elev | 421 |

# ILS or LOC RWY 10

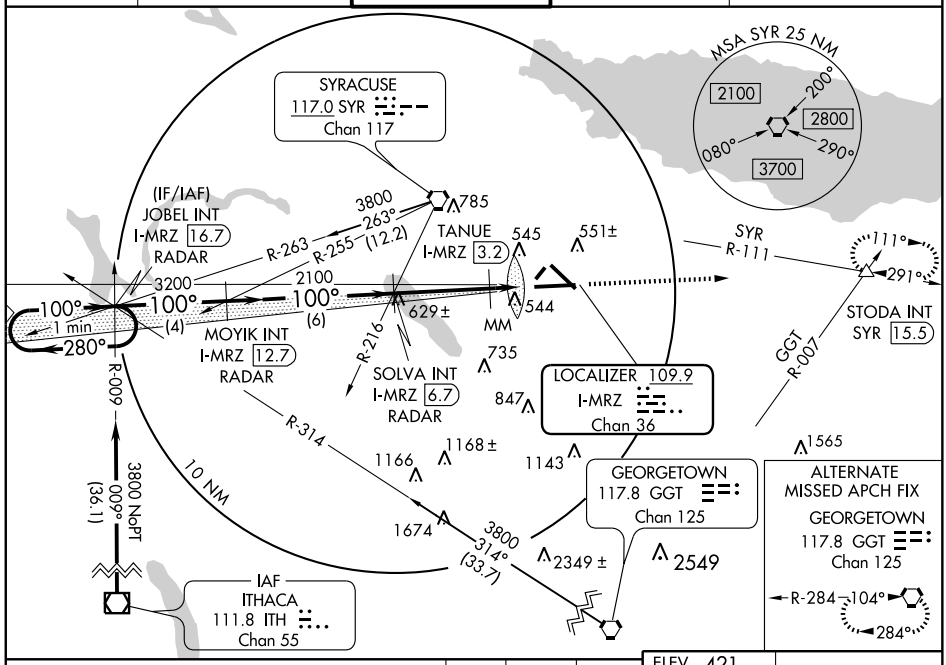
## SYRACUSE HANCOCK INTL (SYR)

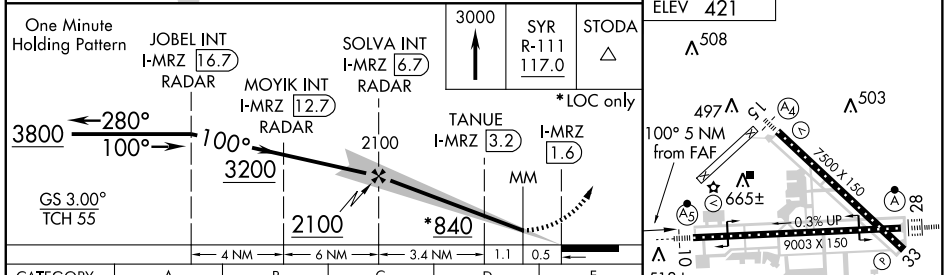
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10 | | **621/24 200 (200-½) | | | |
| S-LOC 10 | 840/24 419 (500-½) | | 840/40 419 (500-¾) | | 840/50 419 (500-1) |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |
| TANUE FIX MINIMUMS | | | | | |
| S-LOC 10 | 780/24 359 (400-½) | | | 780/40 359 (400-¾) | |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

# ILS RWY 28

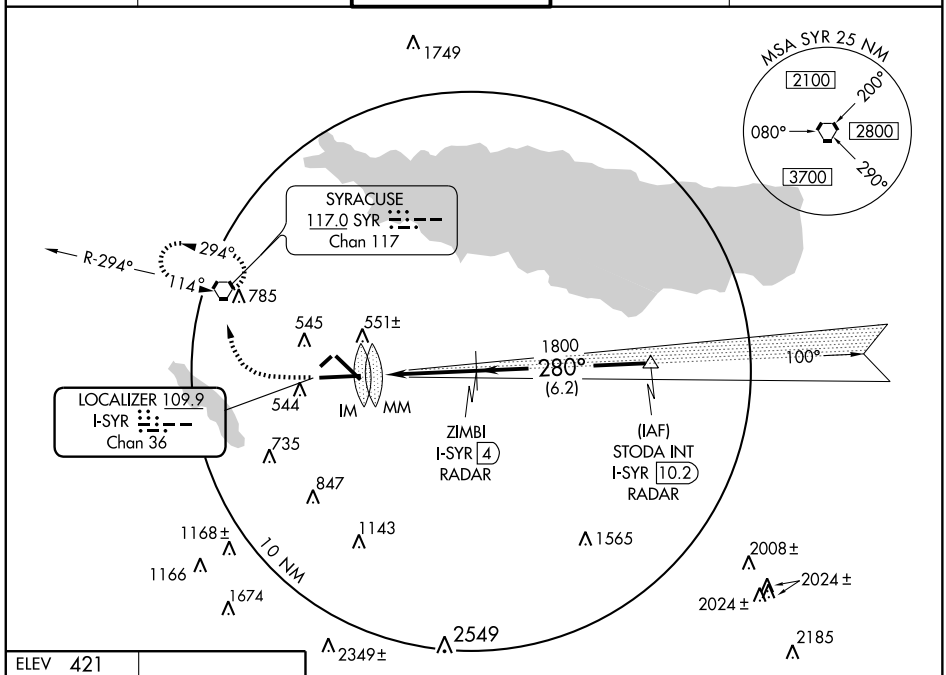
SYRACUSE HANCOCK INTL (SYR)

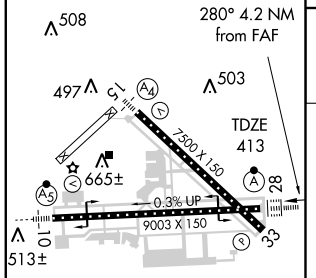
* RADAR or DME REQUIRED

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

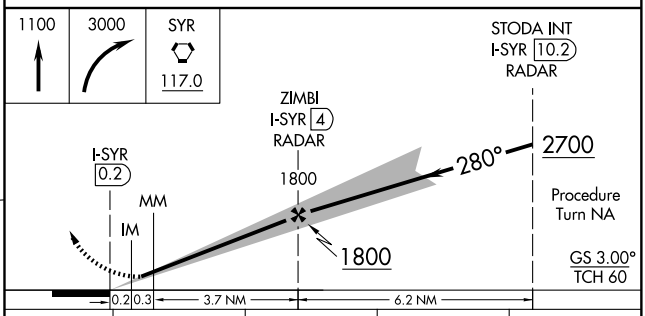
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 613/18 200 (200-½) | | | |
| S-LOC 28 * | 800/24 387 (400-½) | | | 800/40 387 (400-¾) |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

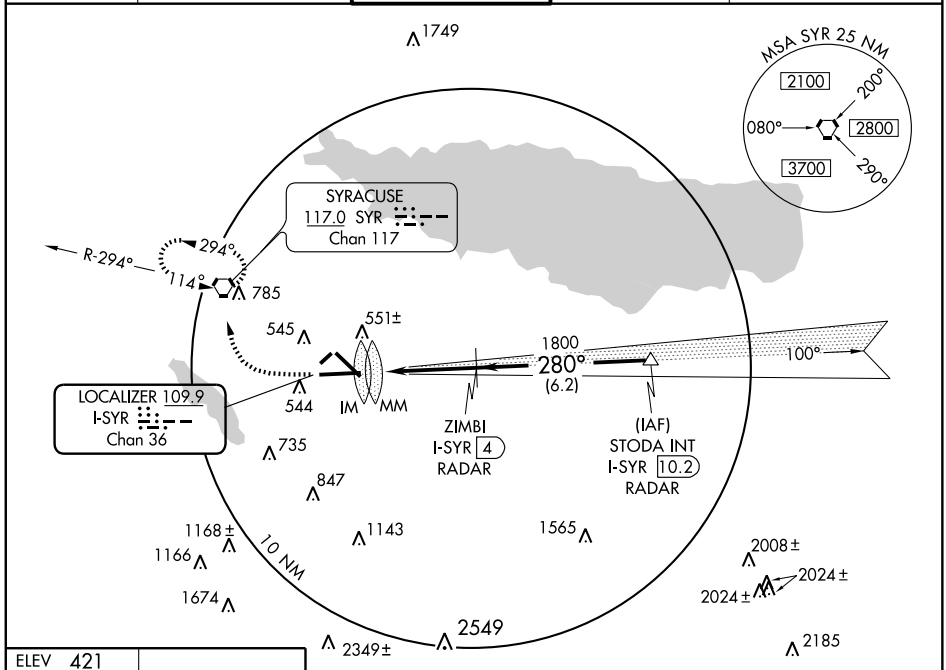
# ILS RWY 28 (CAT II)

## SYRACUSE HANCOCK INTL (SYR)

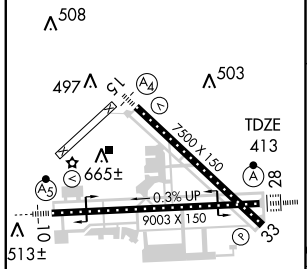
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

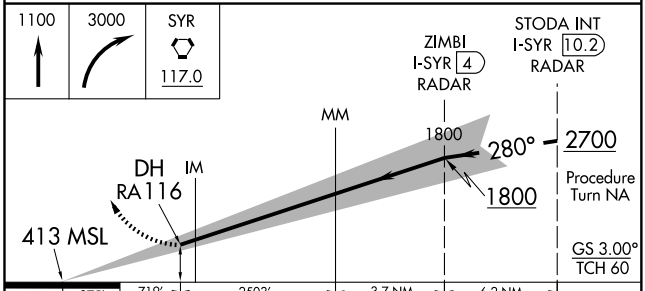
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




ELEV 421




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | RA 116/12 100 DA 513 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 40017 | 100° | TDZE | 421 |
| W10A | | Apt Elev | 421 |

# RNAV (GPS) RWY 10

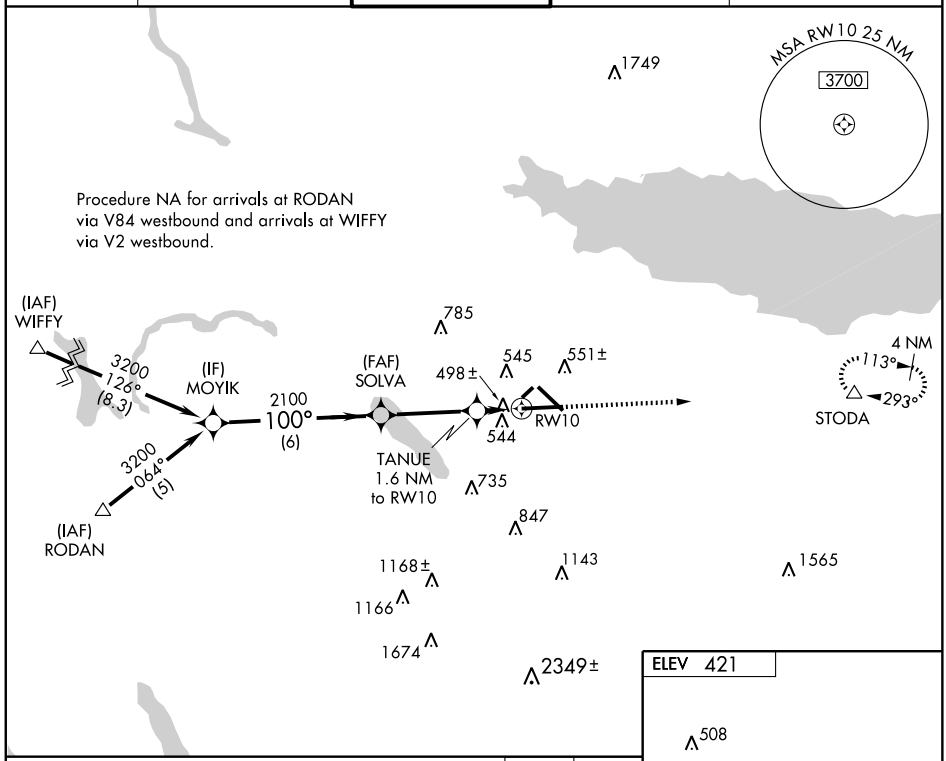
## SYRACUSE HANCOCK INTL (SYR)

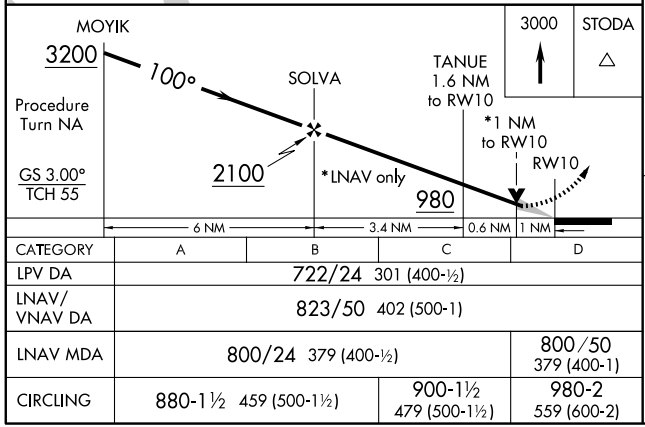
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

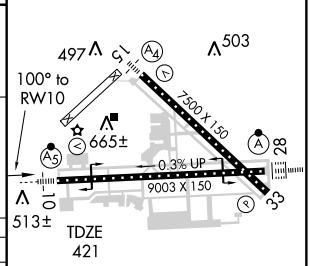
MISSED APPROACH: Climb to 3000 direct STODA and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 722/24 301 (400-½) | | | |
| LNAV/ VNAV DA | 823/50 402 (500-1) | | | |
| LNAV MDA | 800/24 379 (400-½) | | | 800/50 379 (400-1) |
| CIRCLING | 880-1½ 459 (500-1½) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| CH 50117 | 147° | TDZE | 417 |
| W15A | | Apt Elev | 421 |

# RNAV (GPS) RWY 15

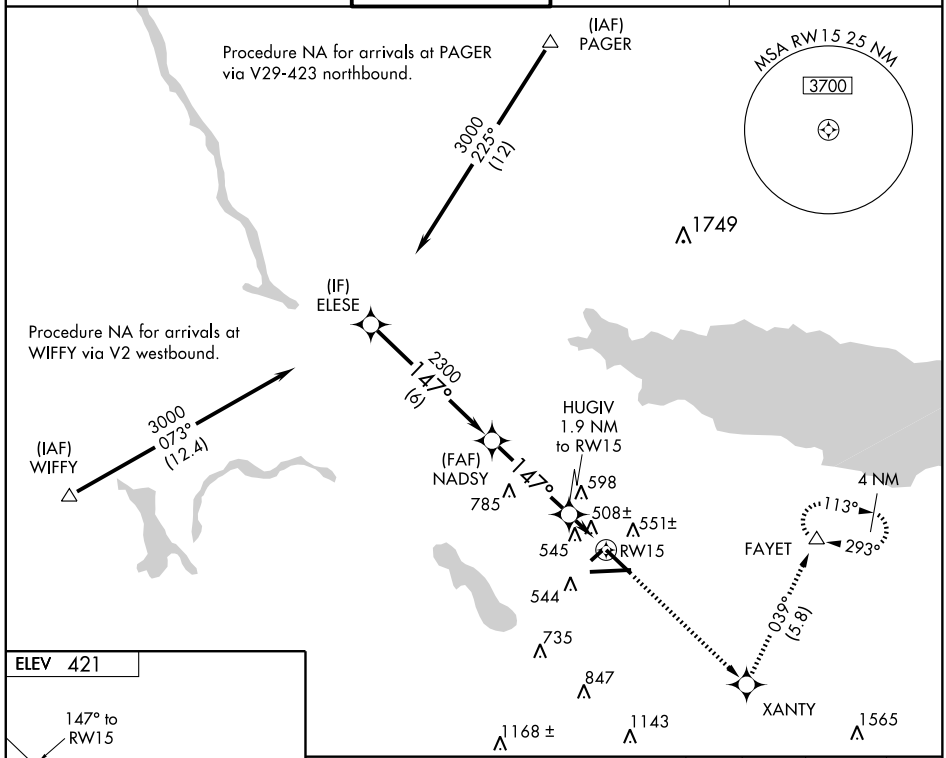
## SYRACUSE HANCOCK INTL (SYR)

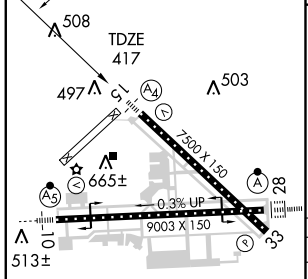
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

MALS

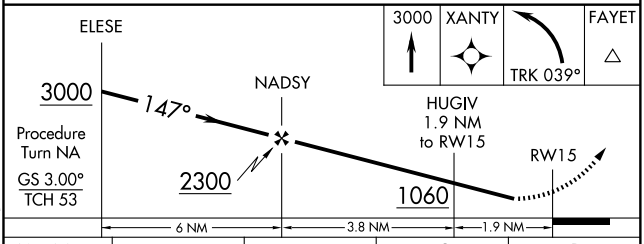
MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 735-1 318 (400-1) | | | |
| LNAV/VNAV DA | 825-1½ 408 (500-1½) | | | |
| LNAV MDA | 900-¾ 483 (500-¾) | | 900-1¼ 483 (500-1¼) | 900-1½ 483 (500-1½) |
| CIRCLING | 900-1½ 479 (500-1½) | | | 980-2 559 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 45517 W28A | APP CRS 281° | Rwy Idg 9003 TDZE 413 Apt Elev 421 |
|---|---|---|

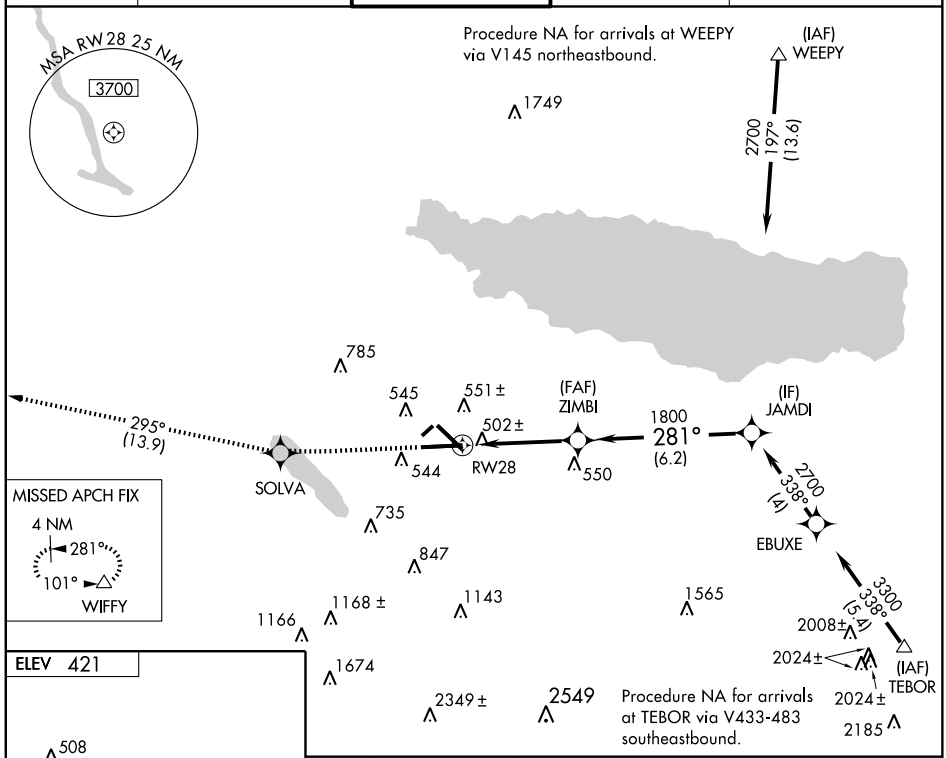
# RNAV (GPS) RWY 28
## SYRACUSE HANCOCK INTL (SYR)

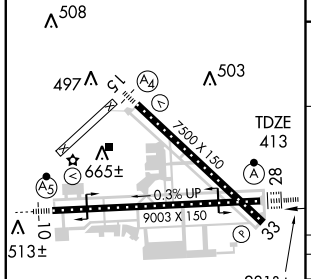
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

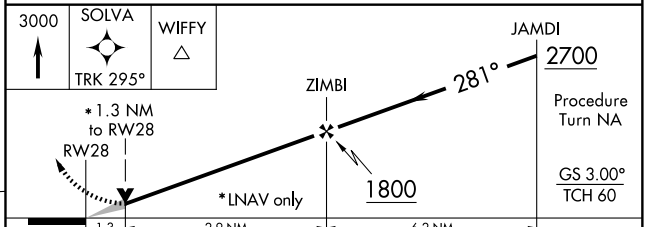
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 740/40 327 (400-¾) | | | |
| LNAV/ VNAV DA | 775/40 362 (400-¾) | | | |
| LNAV MDA | 860/24 447 (500-½) | | 860/40 447 (500-¾) | 860/50 447 (500-1) |
| CIRCLING | 880-1¼ 459 (500-1¼) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 08 APR 2010 to 06 MAY 2010

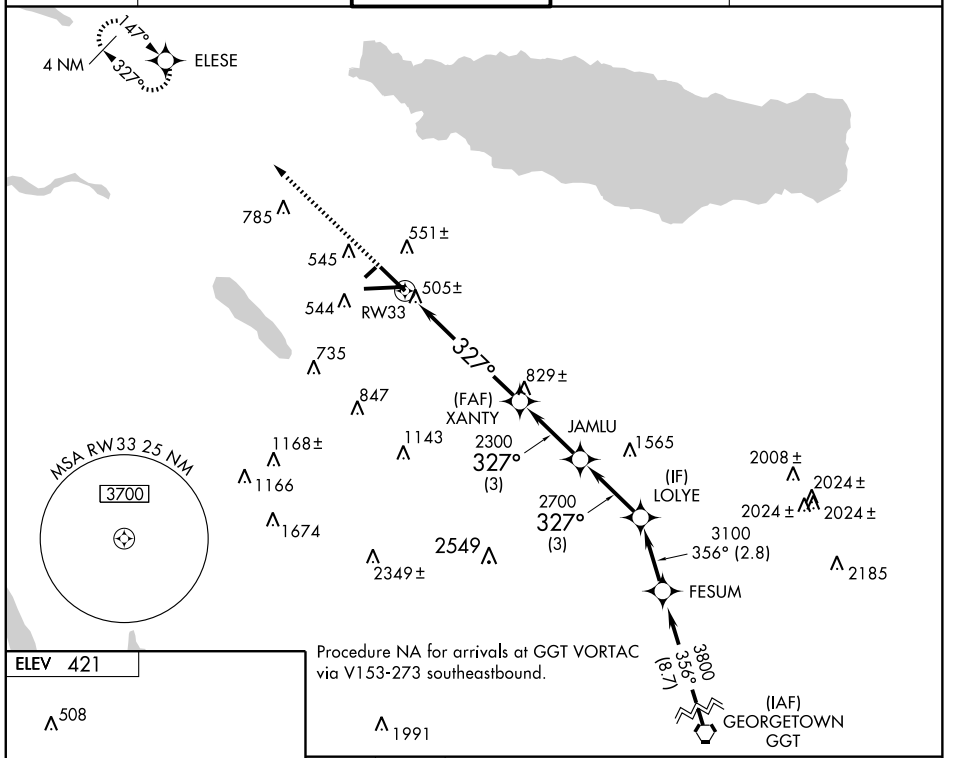
| WAAS CH 81823 W33A | APP CRS 327° | Rwy ldg 7500 TDZE 409 Apt Elev 421 |
|---|---|---|

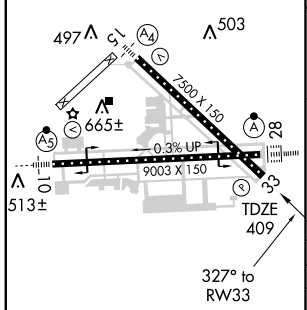
# RNAV (GPS) RWY 33
## SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

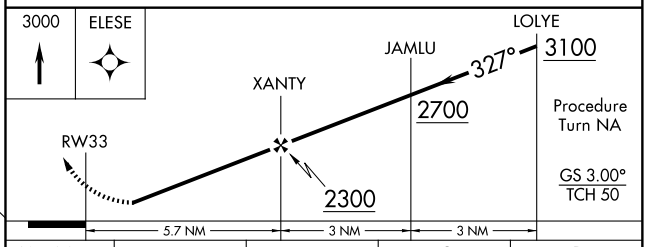
MISSED APPROACH: Climb to 3000 direct ELESE and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 734/60 325 (400-1¼) | | | |
| LNAV/ VNAV DA | 874-1¾ 465 (500-1¾) | | | |
| LNAV MDA | 880/50 471 (500-1) | | 880/60 471 (500-1¼) | 880-1½ 471 (500-1½) |
| CIRCLING | 880-1¾ 459 (500-1¾) | | 900-1¾ 479 (500-1¾) | 980-2 559 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

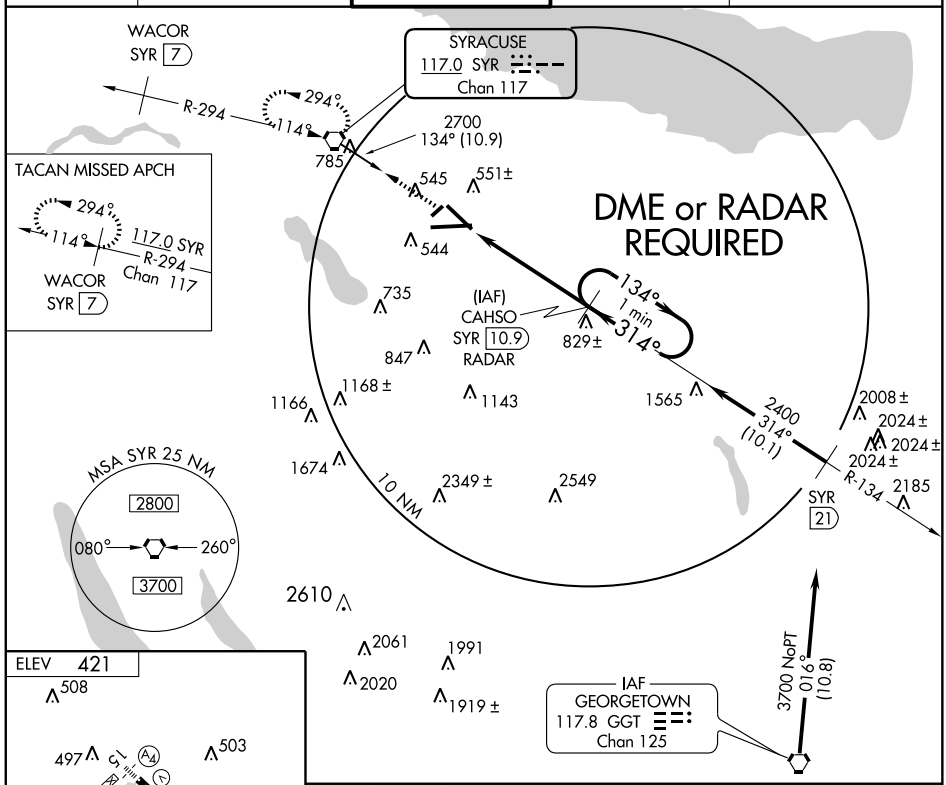
| VORTAC SYR | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| 117.0 | 314° | TDZE | 409 |
| Chan 117 | | Apt Elev | 421 |

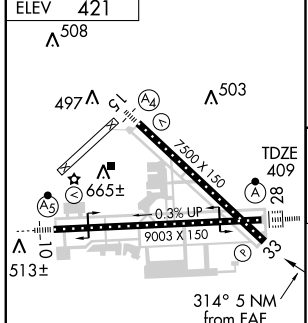
# VOR or TACAN RWY 33

## SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

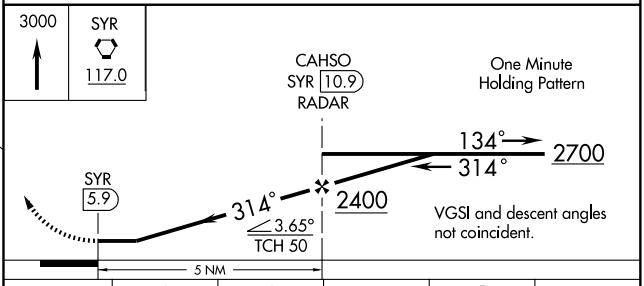
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 | 880/50 | 471 (500-1) | 880/60 471 (500-1¼) | 880-1½ 471 (500-1½) | 880-1¾ 471 (500-1¾) |
| CIRCLING | 880-1 | 459 (500-1) | 900-1½ 479 (500-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC SYR | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| 117.0 | 131° | TDZE | 417 |
| Chan 117 | | Apt Elev | 421 |

# VOR RWY 15

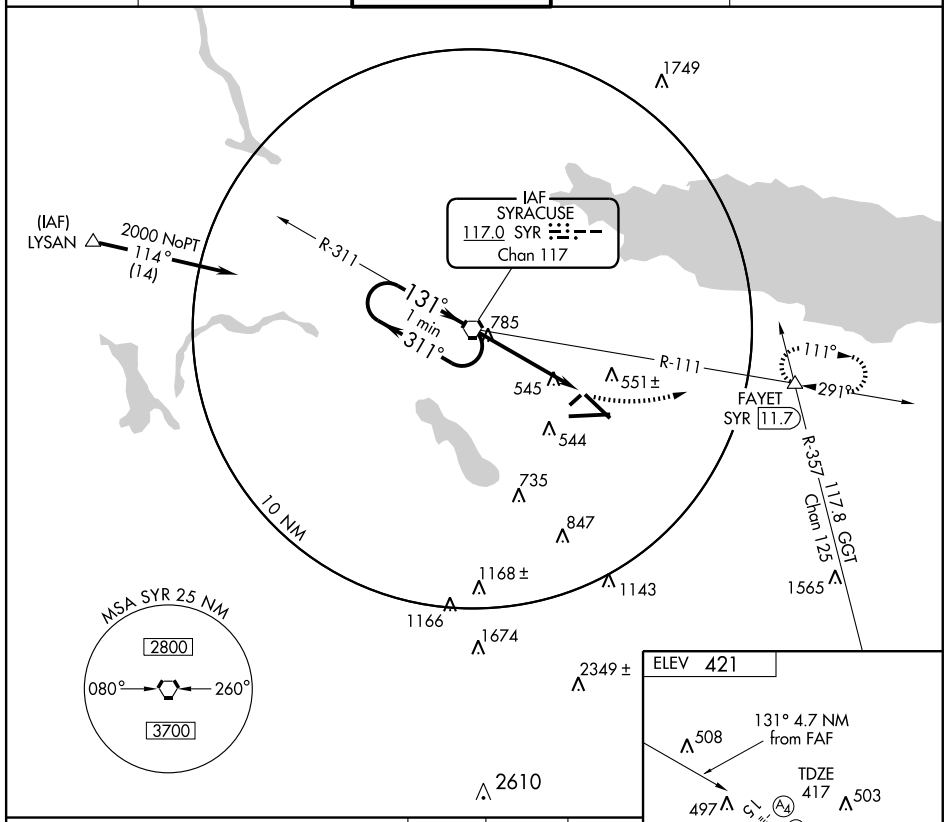
## SYRACUSE HANCOCK INTL (SYR)

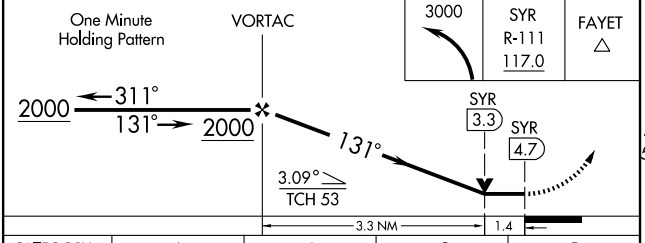
Inoperative table does not apply to S-15 CAT C and D.

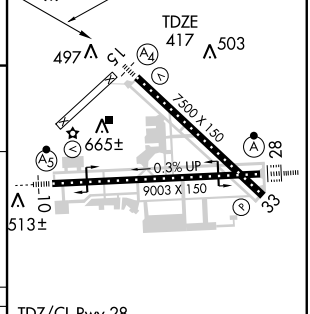
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 880-¾ 463 (500-¾) | | 880-1¼ 463 (500-1¼) | 880-1½ 463 (500-1½) |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4041 |
|---|---|---|
| 017° | TDZE | 273 |
| | Apt Elev | 274 |

# RNAV (GPS) RWY 2

## TICONDEROGA MUNI (4B6)

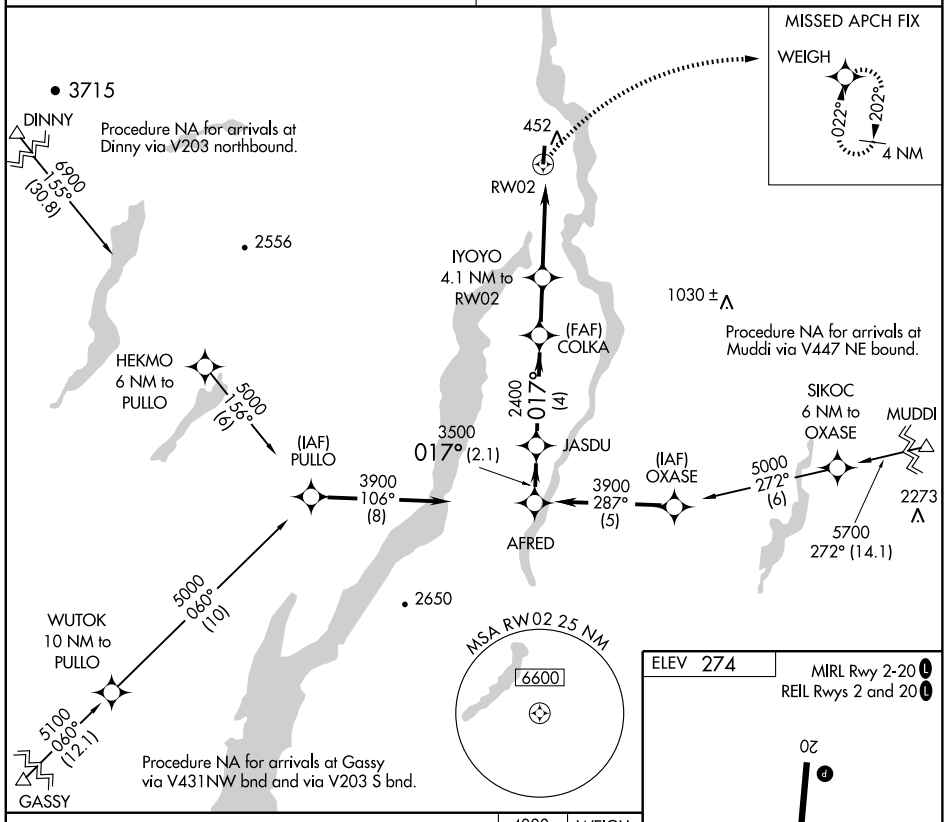
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

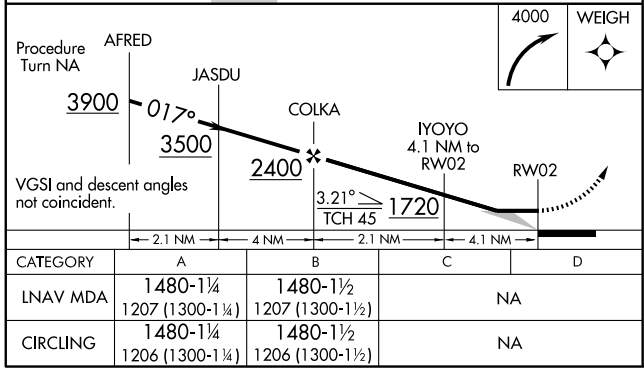
NA

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

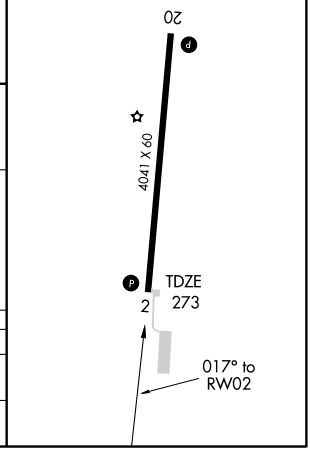
BOSTON CENTER
**135.7 282.2**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1¼ (1300-1¼) 1207 | 1480-1½ (1300-1½) 1207 | NA | |
| CIRCLING | 1480-1¼ (1300-1¼) 1206 | 1480-1½ (1300-1½) 1206 | NA | |




NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4041 |
|---|---|---|
| 197° | TDZE | 273 |
| | Apt Elev | 274 |

# RNAV (GPS) RWY 20

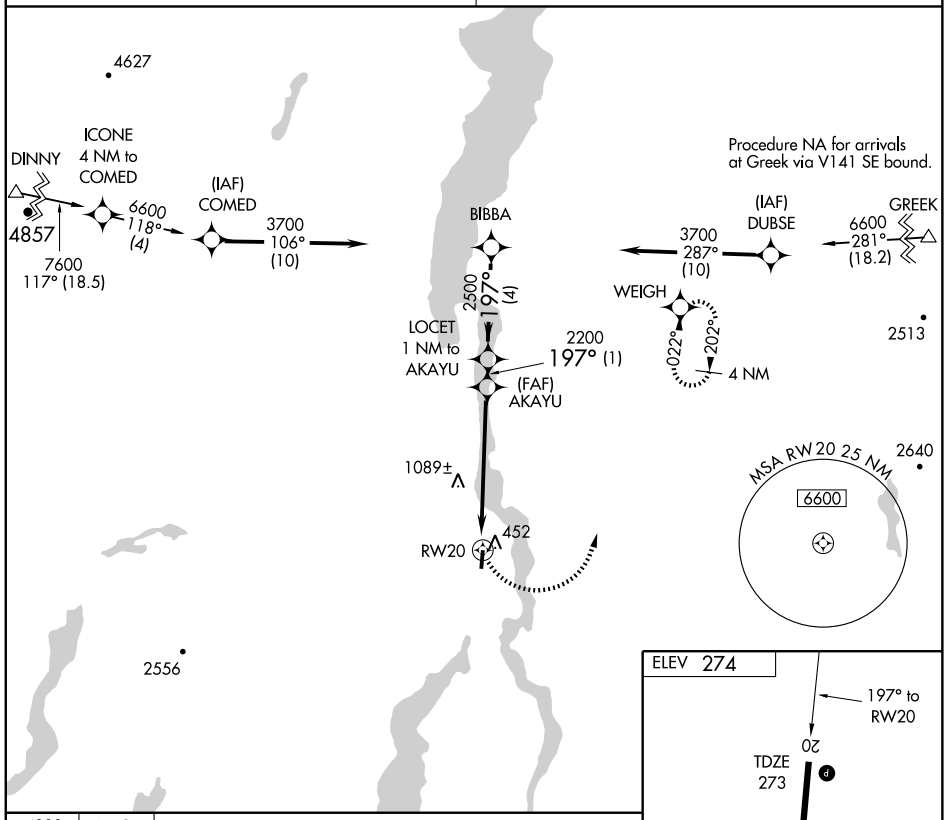
TICONDEROGA MUNI (4B6)

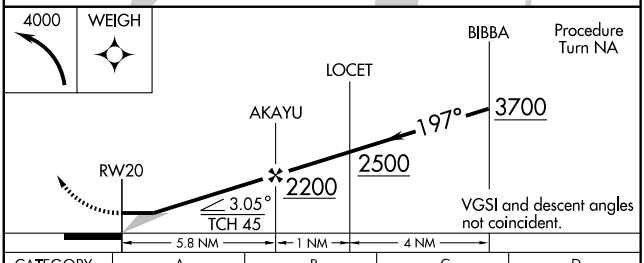
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

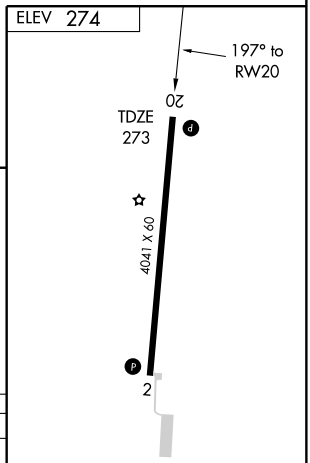
BOSTON CENTER
**135.7 282.2**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1¼ (1100-1¼) | 1360-1½ (1100-1½) | NA | |
| CIRCLING | 1360-1¼ (1086 (1100-1¼) | 1360-1½ (1086 (1100-1½) | NA | |




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NE-2. 08 APR 2010 to 06 MAY 2010

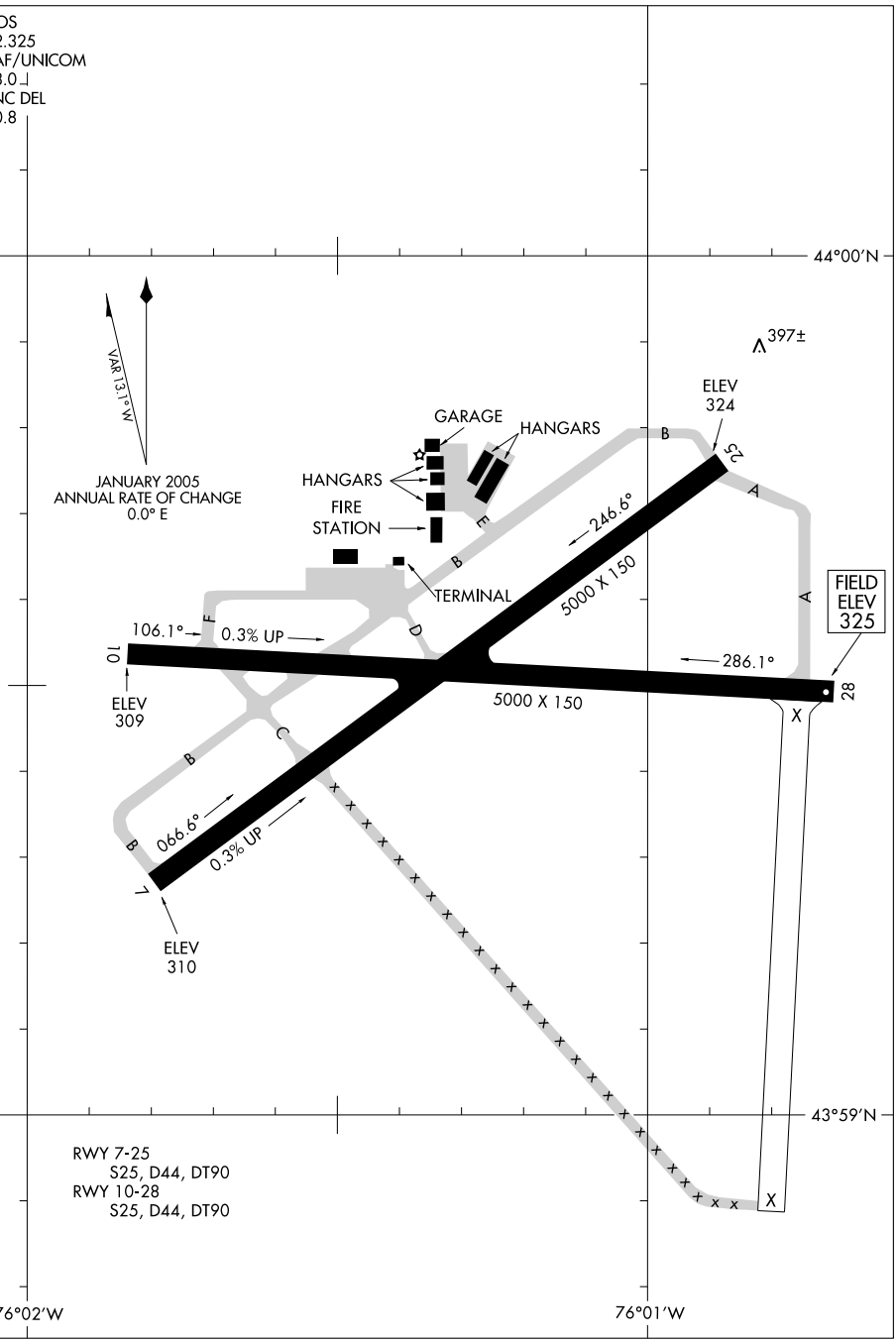
10098

# AIRPORT DIAGRAM

AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK

ASOS
132.325
CTAF/UNICOM
123.0
CLNC DEL
120.8




NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-ART | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.1 | 065° | TDZE | 319 |
| | | Apt Elev | 325 |

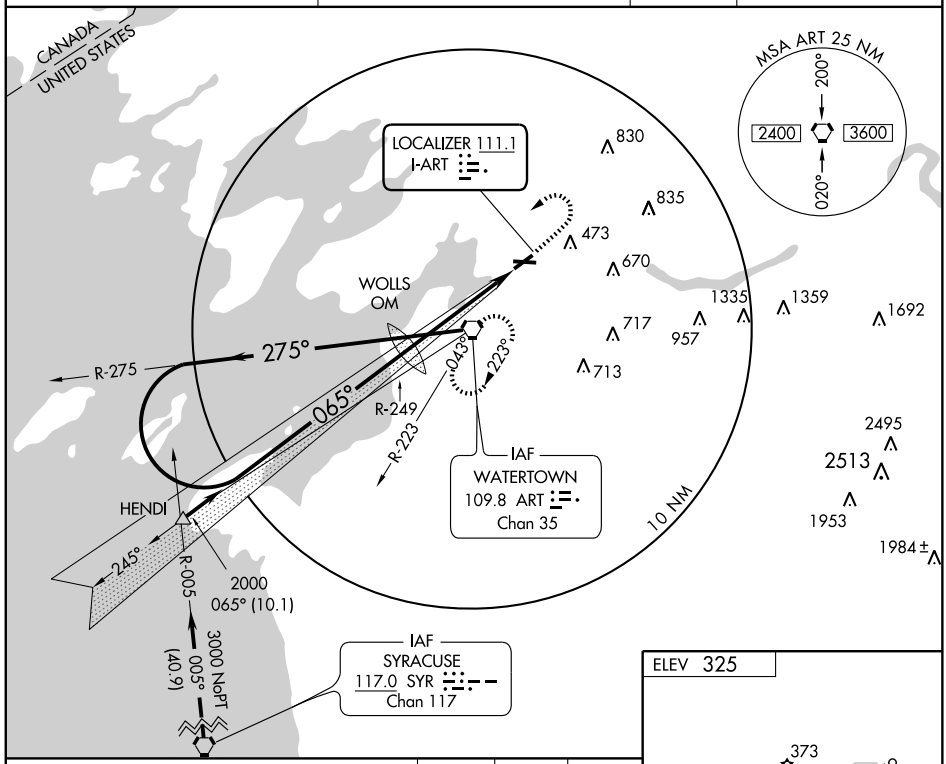
# ILS or LOC RWY 7
## WATERTOWN INTL (ART)

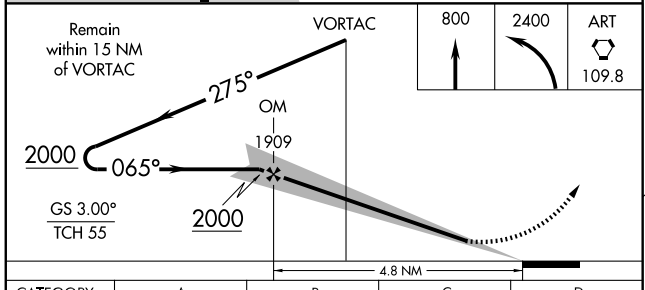
Circling NA at night to Rwy 10.

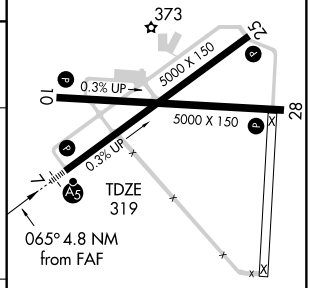
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

| ASOS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.325 | 128.25 257.6 | 120.8 | 123.0 (CTAF) L |




REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 519-½ 200 (200-½) | | | |
| S-LOC 7 | 760-½ 411 (500-½) | | 760-¾ 411 (500-¾) | 760-1 441 (500-1) |
| CIRCLING | 940-1 615 (700-1) | 960-1 635 (700-1) | 960-1¾ 635 (700-1¾) | 1000-2¼ 675 (700-2¼) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS CH 82510 W07A | APP CRS 065° | Rwy Idg 5000 TDZE 319 Apt Elev 325 |
|---|---|---|

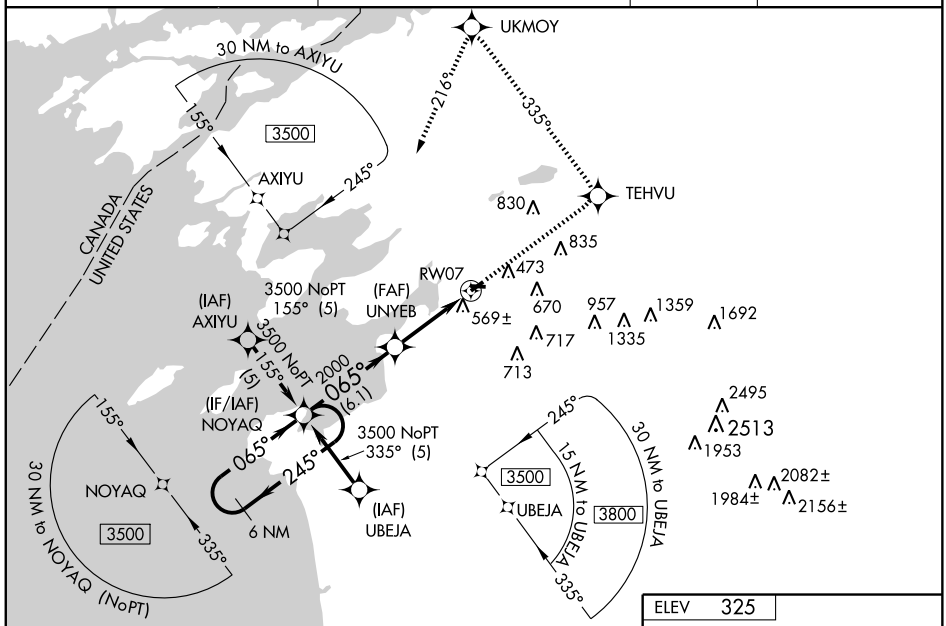
# RNAV (GPS) RWY 7
## WATERTOWN INTL (ART)

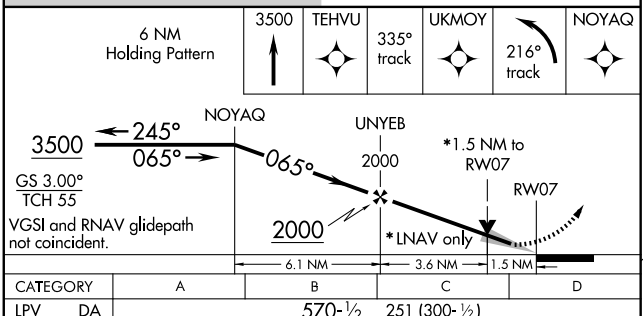
Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

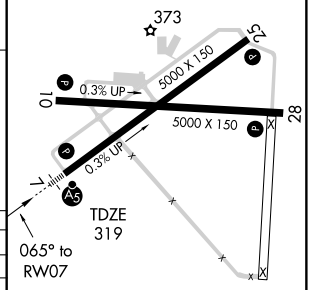
MALSR

MISSED APPROACH: Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

| ASOS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.325 | 128.25 257.6 | 120.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 570-½ 251 (300-½) | | | |
| LNAV/VNAV DA | 903-1½ 584 (600-1½) | | | |
| LNAV MDA | 820-½ 501 (500-½) | | 820-1 501 (500-1) | |
| CIRCLING | 960-1 635 (700-1) | | 960-1¾ 635 (700-1¾) | 1000-2¼ 675 (700-2¼) |

REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC ART | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.8 | 043° | TDZE | 319 |
| Chan 35 | | Apt Elev | 325 |

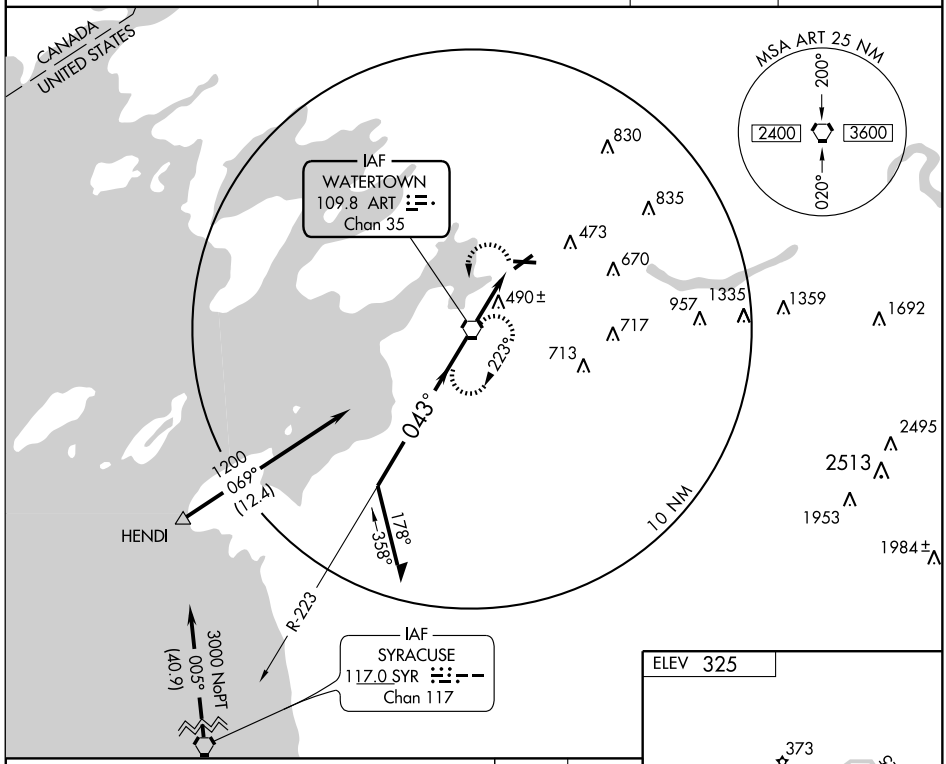
# VOR RWY 7
## WATERTOWN INTL (ART)

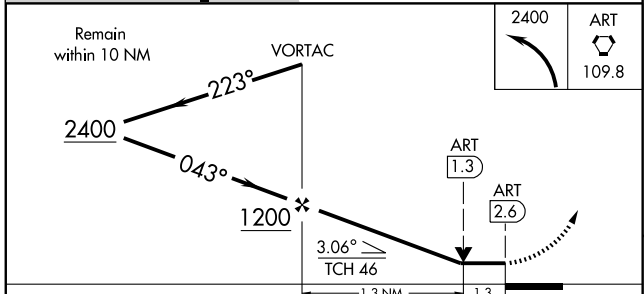
Circling NA at night to Rwy 10.
Inoperative table does not apply.

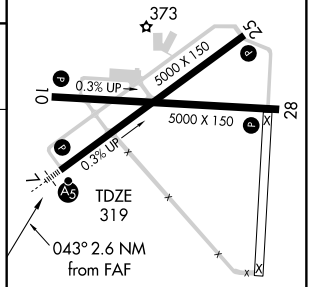
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.

| ASOS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.325 | 128.25 257.6 | 120.8 | 123.0 (CTAF) L |




REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 840-1 521 (600-1) | | 840-1½ 521 (600-1½) | NA |
| CIRCLING | 940-1 615 (700-1) | 960-1 635 (700-1) | 960-1¾ 635 (700-1¾) | NA |

FAF to MAP 2.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 099° | TDZE | 400 |
| | Apt Elev | 400 |

# RNAV (GPS) RWY 10

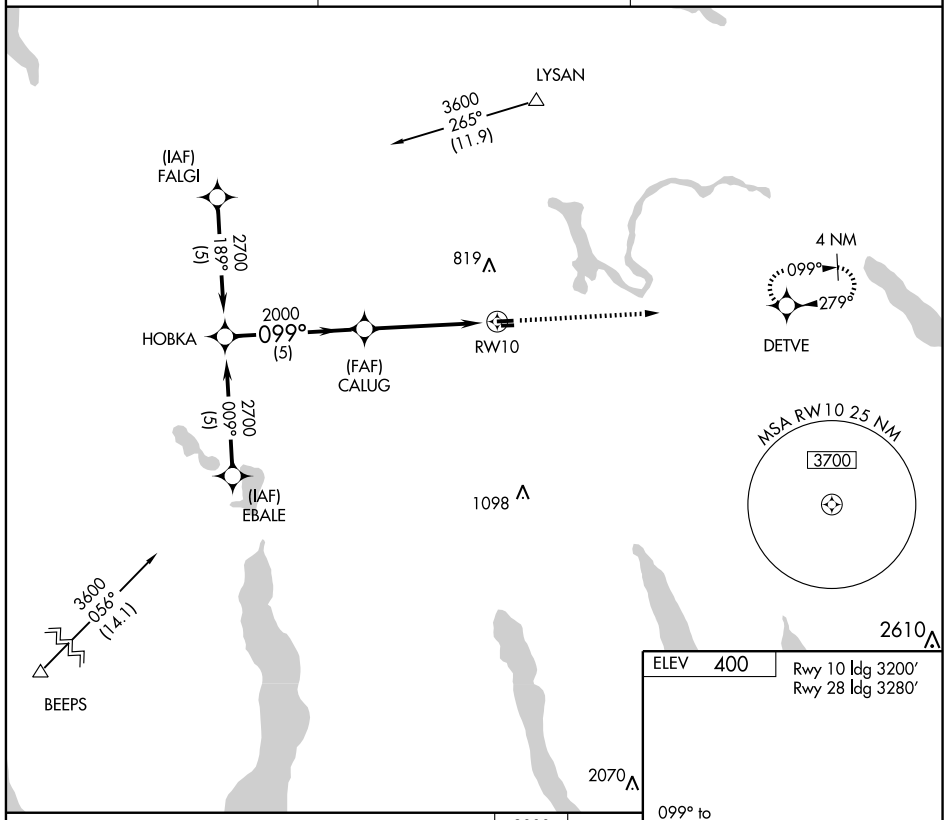
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

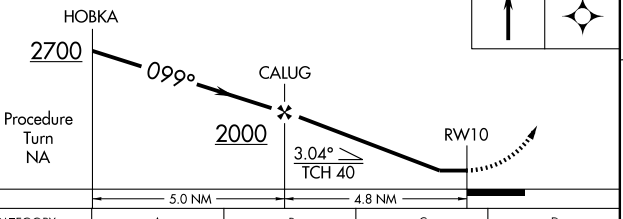
MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

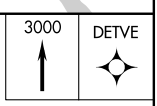
| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 134.275 279.6 | 122.8 (CTAF) | 122.7 L |

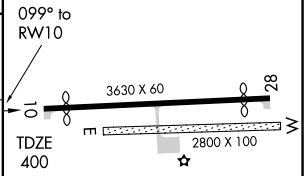



ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 620 (700-1) | NA | |
| CIRCLING | 1020-1<br>620 (700-1) | 1060-1<br>660 (700-1) | NA | |

MIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3280 |
|---|---|---|
| 279° | TDZE | 400 |
| | Apt Elev | 400 |

# RNAV (GPS) RWY 28

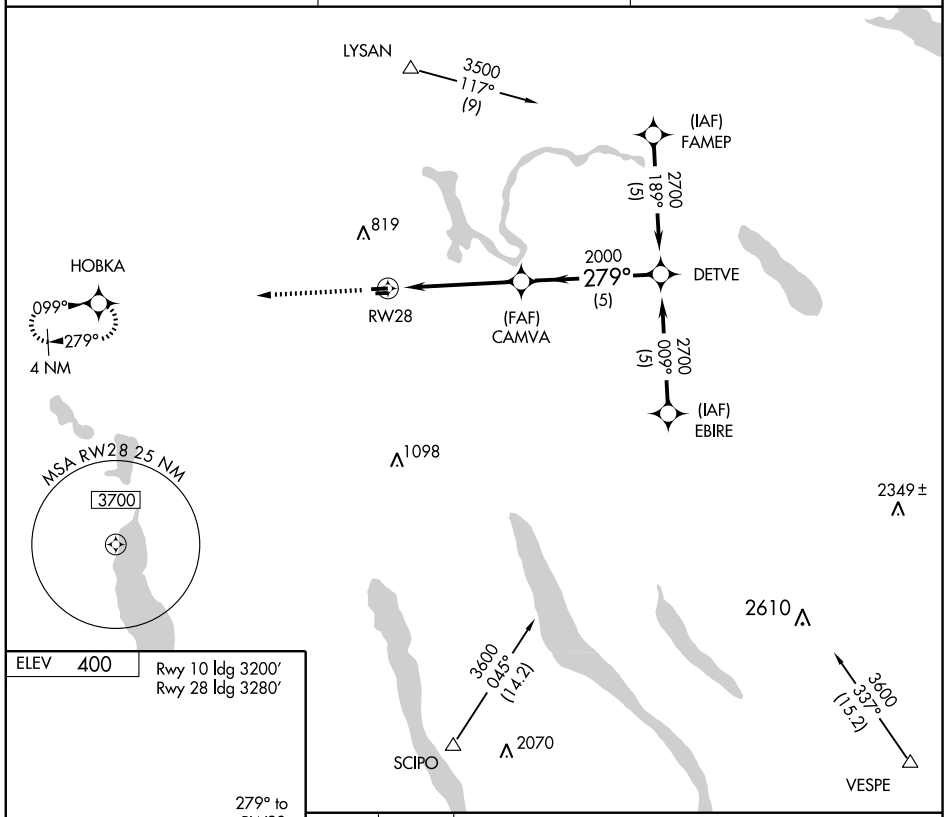
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

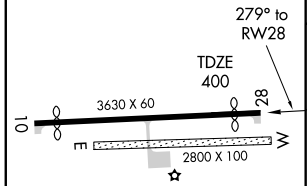
MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

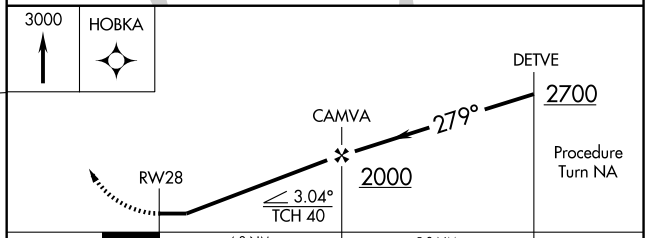
| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 134.275 279.6 | 122.8 (CTAF) | 122.7 L |




ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 600 (600-1) | | NA | |
| CIRCLING | 1000-1 600 (600-1) | 1060-1 660 (700-1) | NA | |

MIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC SYR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.0 | 263° | TDZE | N/A |
| Chan 117 | | Apt Elev | 400 |

# VOR-A

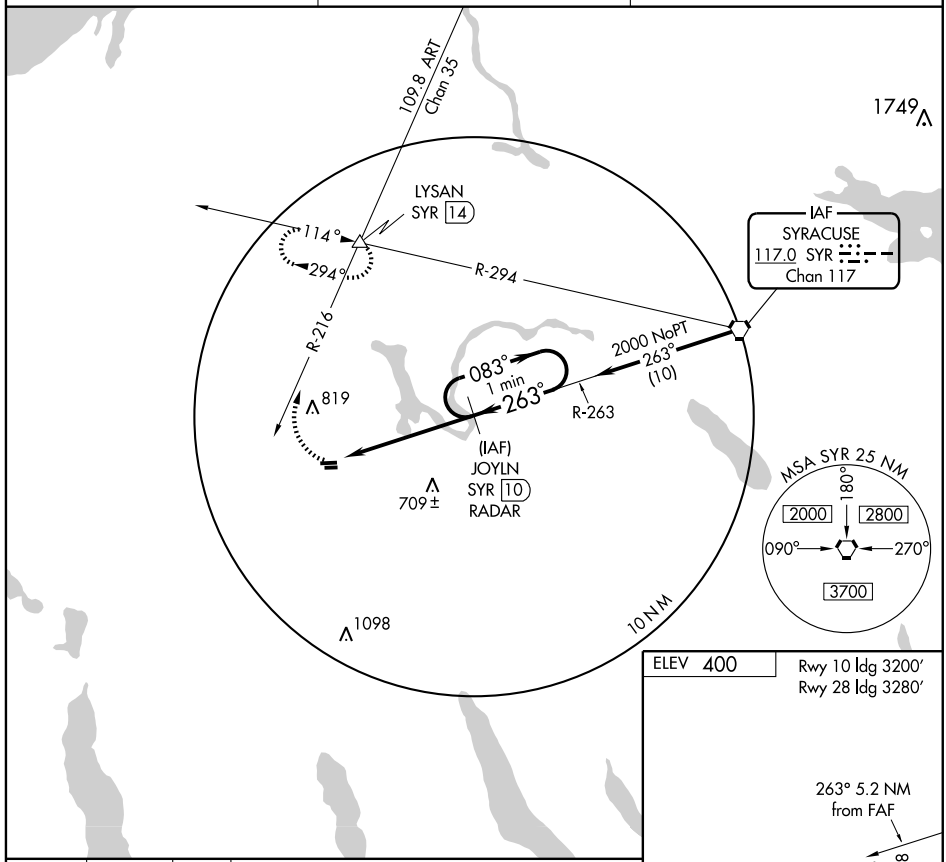
WEEDSPORT/WHITFORDS (B16)

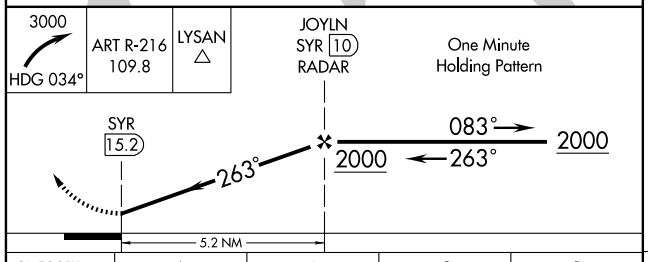
NA

Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via heading 034° and ART R-216 to LYSAN Int and hold.

| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 134.275 279.6 | 122.8 (CTAF) | 122.7 L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1 | 700 (700-1) | NA | |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-ELZ | APP CRS | Rwy Idg | 4900 |
|---|---|---|---|
| 110.5 | 278° | TDZE | 2111 |
| | | Apt Elev | 2124 |

# LOC/DME RWY 28

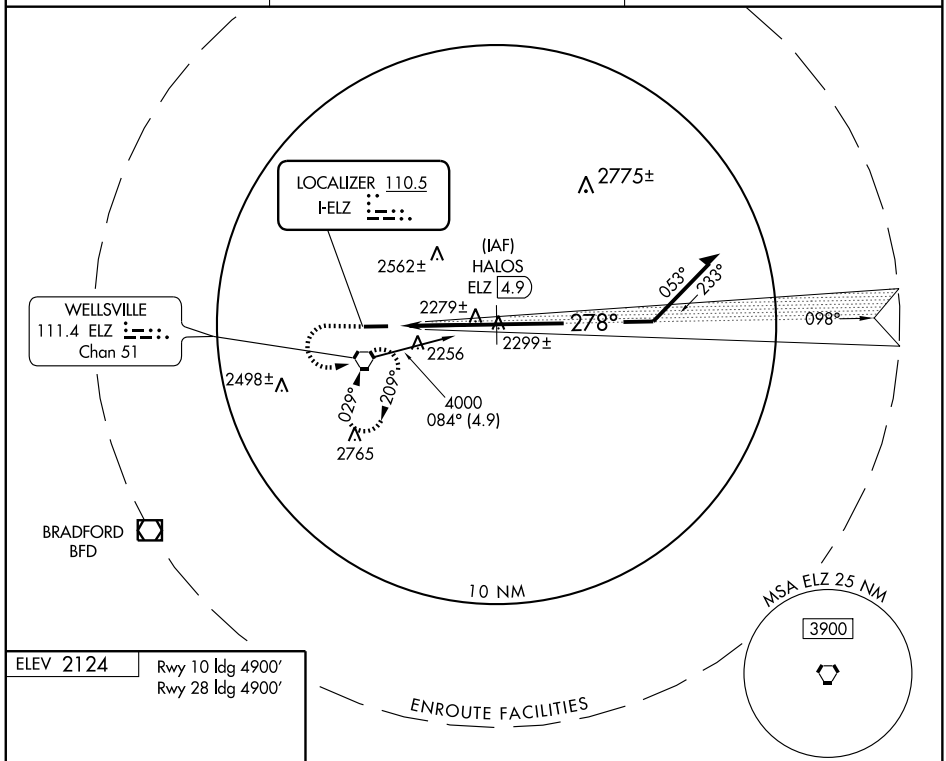
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

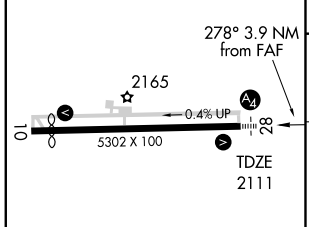
T NA — Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

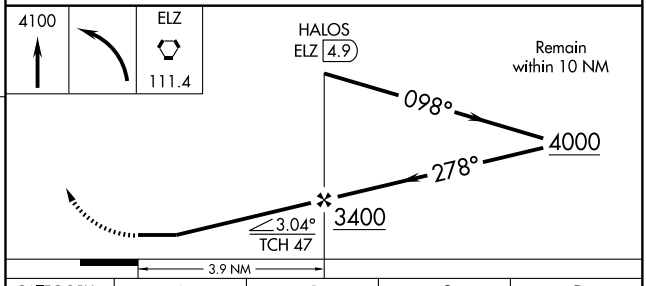
MALS

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




REIL Rwy 10 L
HIRL Rwy 10-28 L

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2540-1 | 429 (500-1) | 2540-1¼ 429 (500-1¼) | 2540-1½ 429 (500-1½) |
| CIRCLING | 2700-1 | 576 (600-1) | 2700-1½ 576 (600-1½) | 2700-2 576 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4900 |
|---|---|---|---|
| CH 87002 | 097° | TDZE | 2124 |
| W10A | | Apt Elev | 2124 |

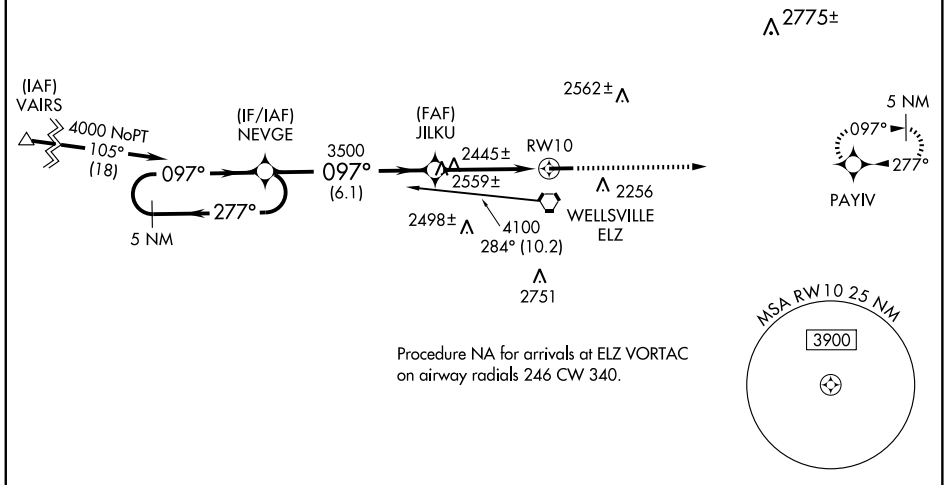
# RNAV (GPS) RWY 10

## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

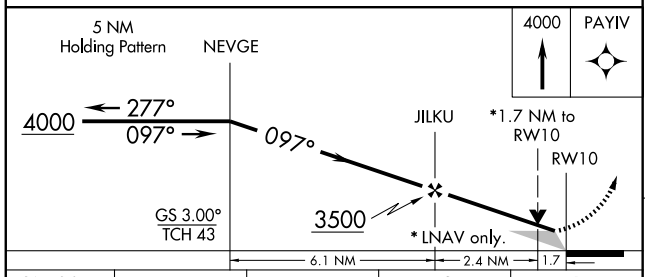
VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

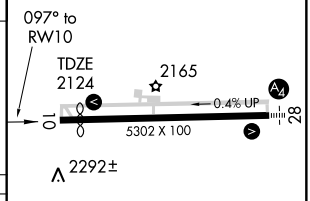
MISSED APPROACH: Climb to 4000 direct PAYIV and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




Procedure NA for arrivals at ELZ VORTAC on airway radials 246 CW 340.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2415-1 291 (300-1) | | | |
| LNAV/ VNAV DA | 2596-1¾ 472 (500-1¾) | | | |
| LNAV MDA | 2700-1 576 (600-1) | | 2700-1½ 576 (600-1½) | 2700-1¾ 576 (600-1¾) |
| CIRCLING | 2700-1¾ 576 (600-1¾) | | | 2700-2 576 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4900 |
|---|---|---|---|
| CH 49102 | 277° | TDZE | 2111 |
| W28A | | Apt Elev | 2124 |

# RNAV (GPS) RWY 28

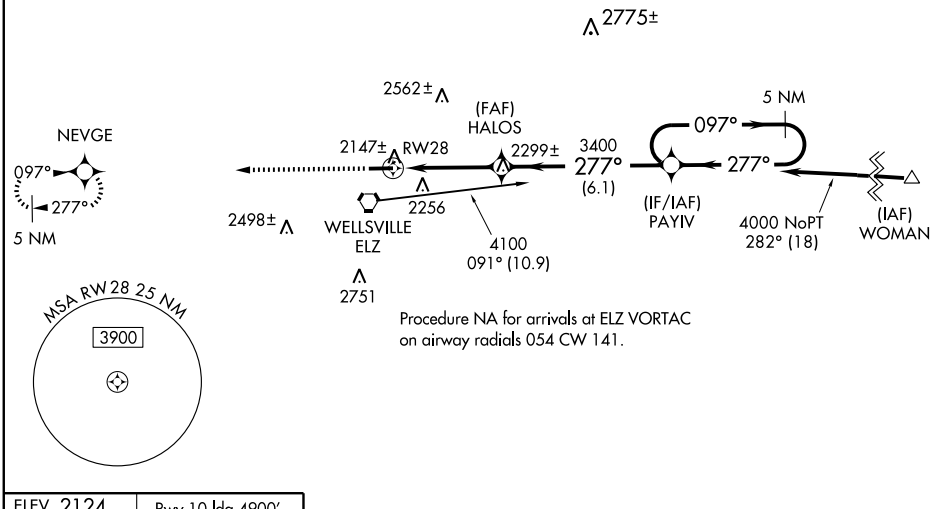
## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

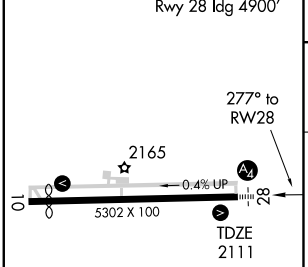
Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

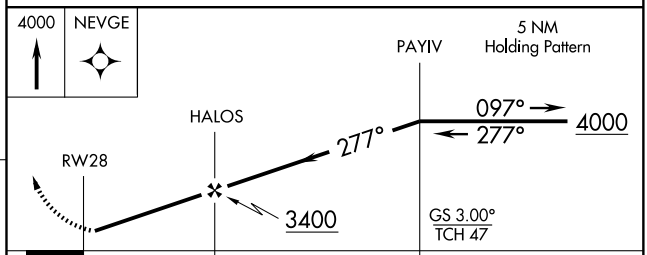
MALS

MISSED APPROACH: Climb to 4000 direct NEVGE and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2361-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 2582-1¾ 471 (500-1¾) | | | |
| LNAV MDA | 2560-1 449 (500-1) | | 2560-1¼ 449 (500-1¼) | 2560-1½ 449 (500-1½) |
| CIRCLING | 2700-1¾ 576 (600-1¾) | | | 2700-2 576 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

| VORTAC ELZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 Chan 51 | 029° | TDZE | N/A |
| | | Apt Elev | 2124 |

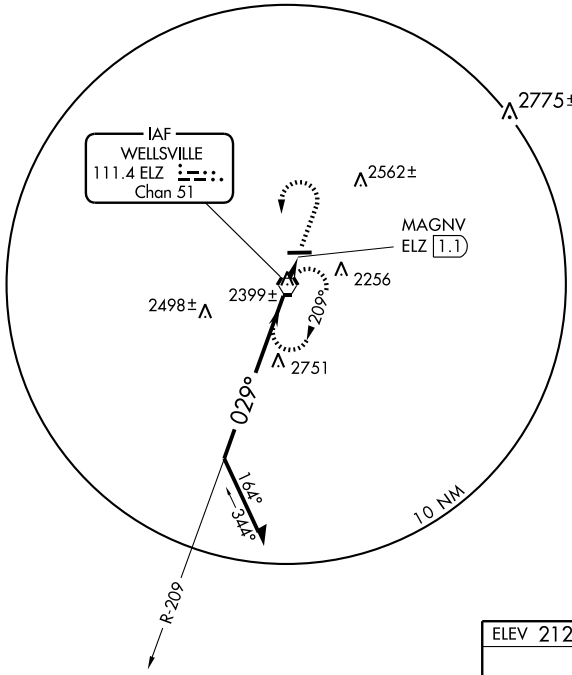
# VOR-A

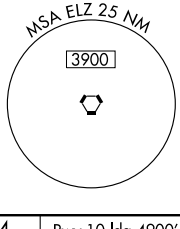
## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

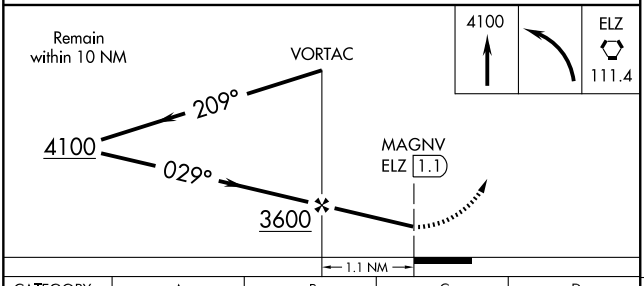
If local altimeter setting not received, use Bradford, PA altimeter setting.

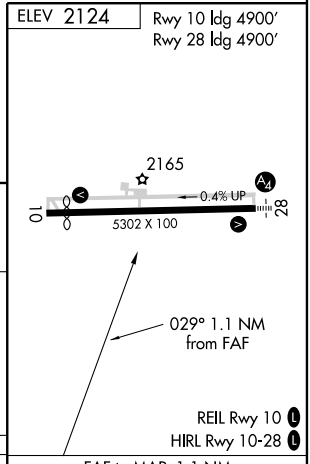
MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3160-1¼ 1036 (1100-1¼) | 3160-1½ 1036 (1100-1½) | 3160-3 1036 (1100-3) | 3200-3 1076 (1100-3) |

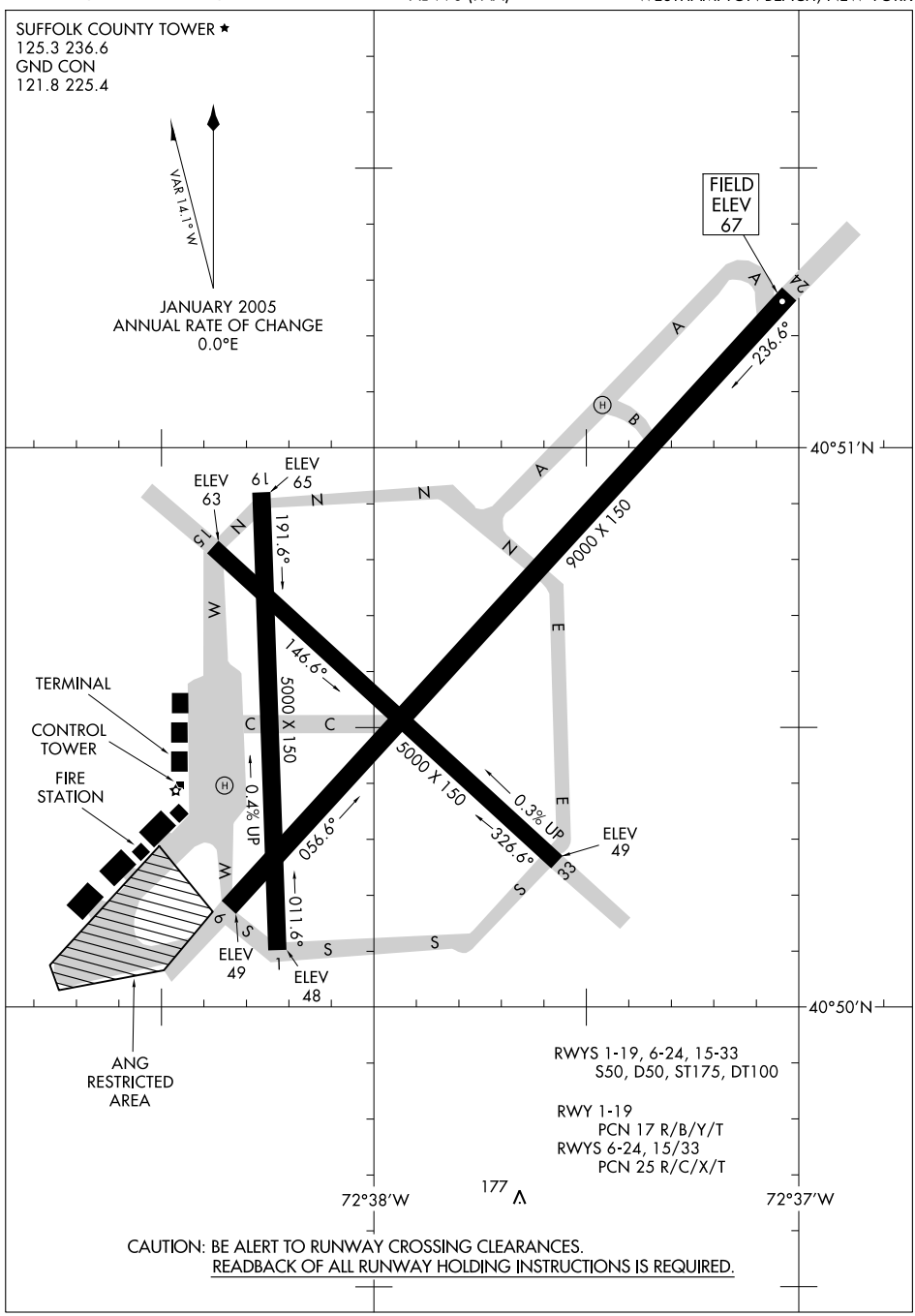
| FAF to MAP 1.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

NE-2. 08 APR 2010 to 06 MAY 2010

08045

# AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA)
WESTHAMPTON BEACH, NEW YORK




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 08 APR 2010 to 06 MAY 2010

| LOC I-FOK | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.7 | 236° | TDZE | 66 |
| | | Apt Elev | 67 |

# COPTER ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

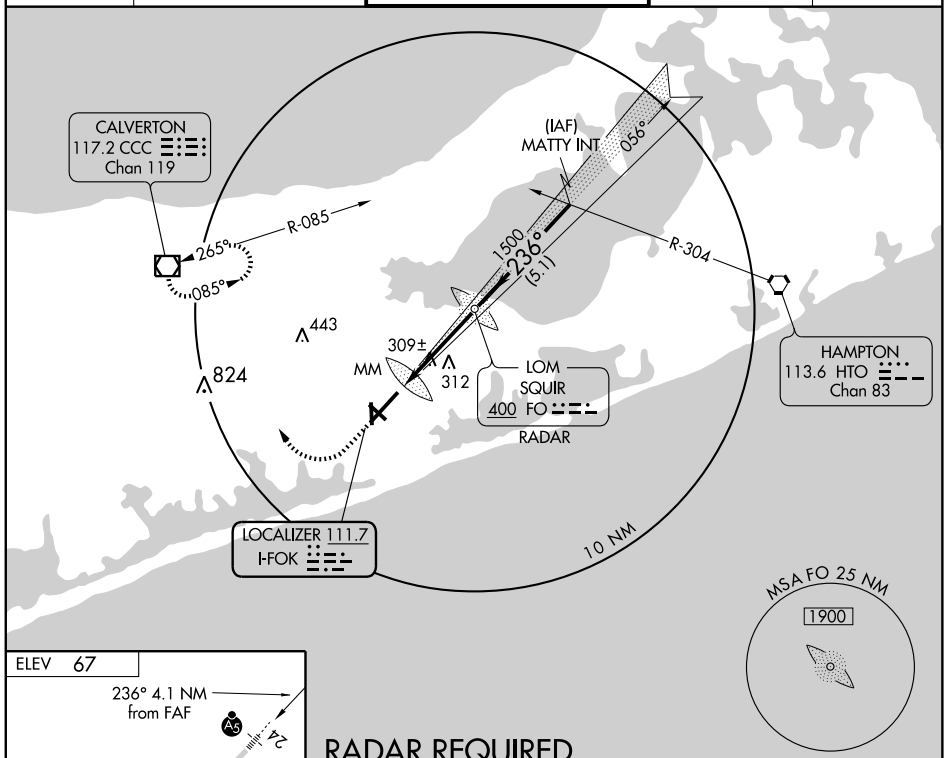
NA

If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

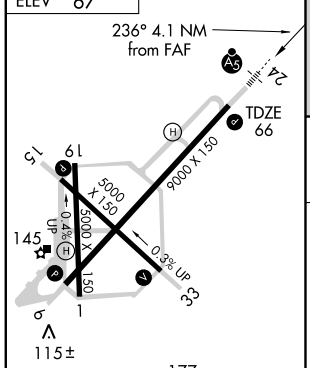
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |

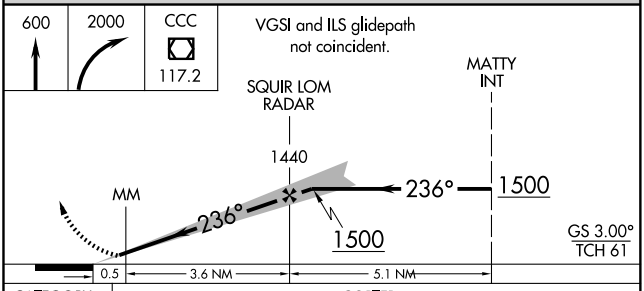



RADAR REQUIRED




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 5:28 | 4:06 | 3:17 | 2:44 | 2:21 |




| CATEGORY | COPTER |
|---|---|
| H-ILS 24 | 266-¼<br>200 (200-¼) |
| H-LOC 24 | 560-¼<br>494 (500-¼) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC I-FOK | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.7 | 236° | TDZE | 66 |
| | | Apt Elev | 67 |

# ILS or LOC RWY 24

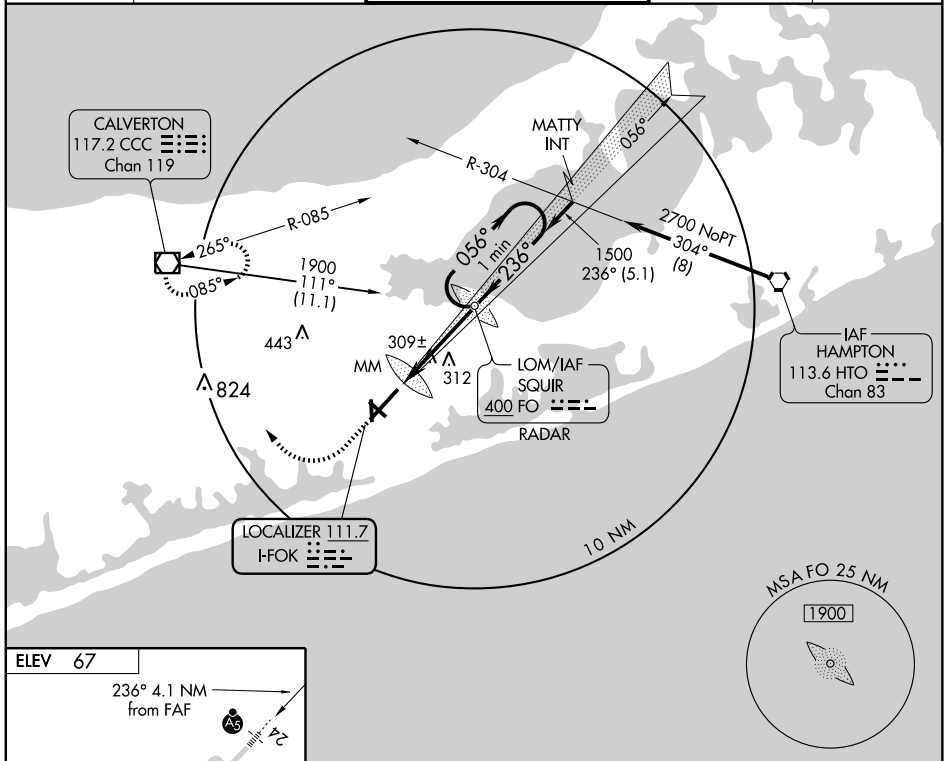
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

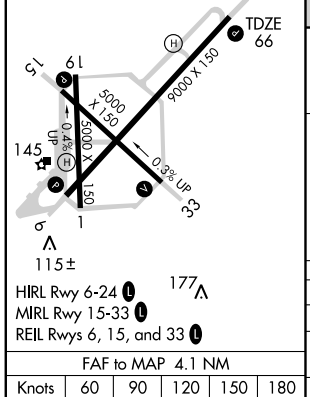
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

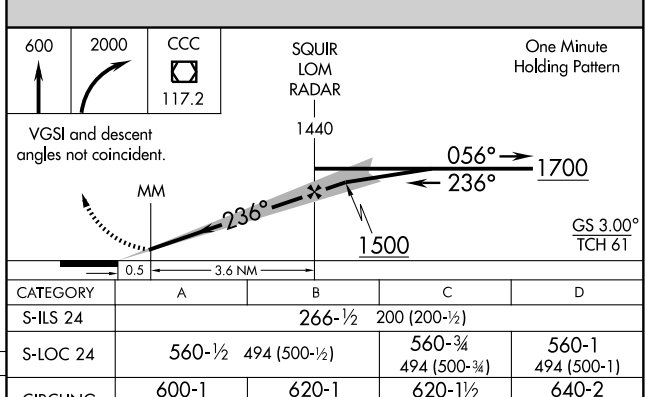
| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

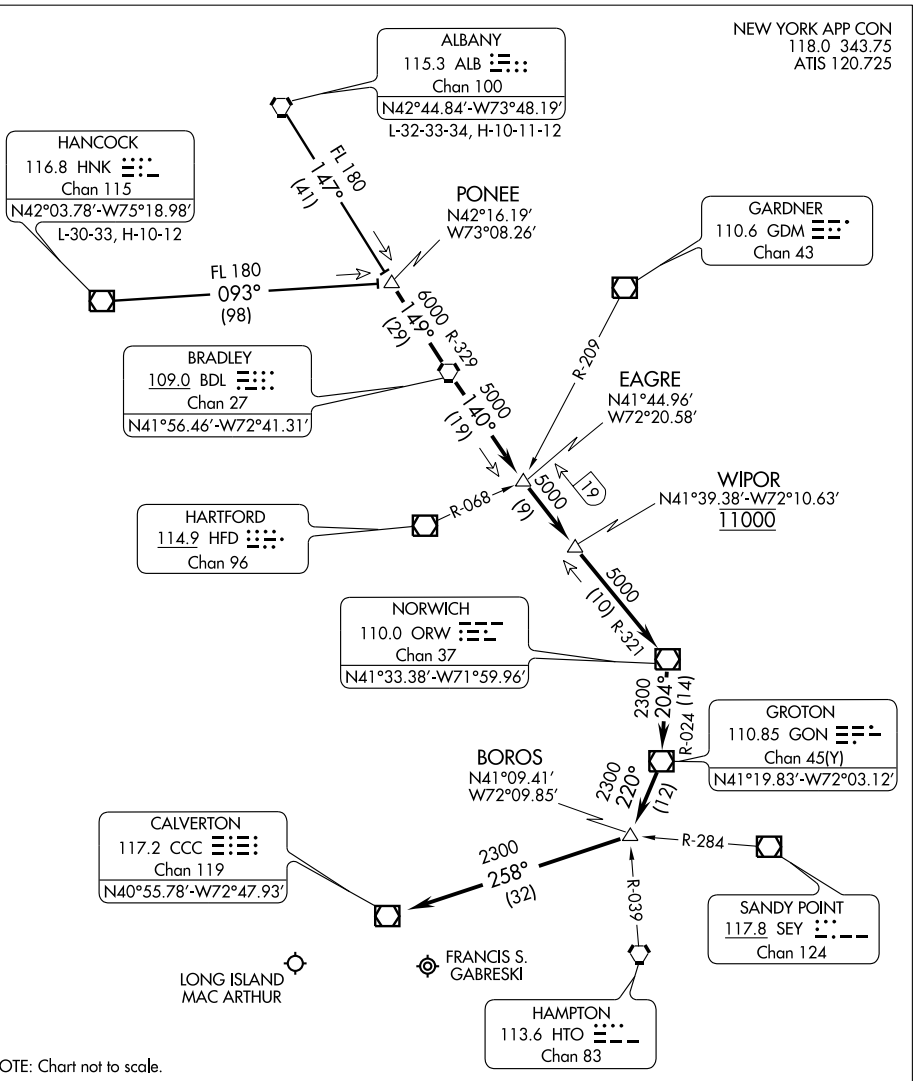



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 266-½ 200 (200-½) | | | |
| S-LOC 24 | 560-½ 494 (500-½) | | 560-¾ 494 (500-¾) | 560-1 494 (500-1) |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-1½ 553 (600-1½) | 640-2 573 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

# PONEE TWO ARRIVAL

ISLIP, NEW YORK




ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

| WAAS CH 81822 W06A | APP CRS 055° | Rwy Idg 9000<br>TDZE 57<br>Apt Elev 67 |
|---|---|---|

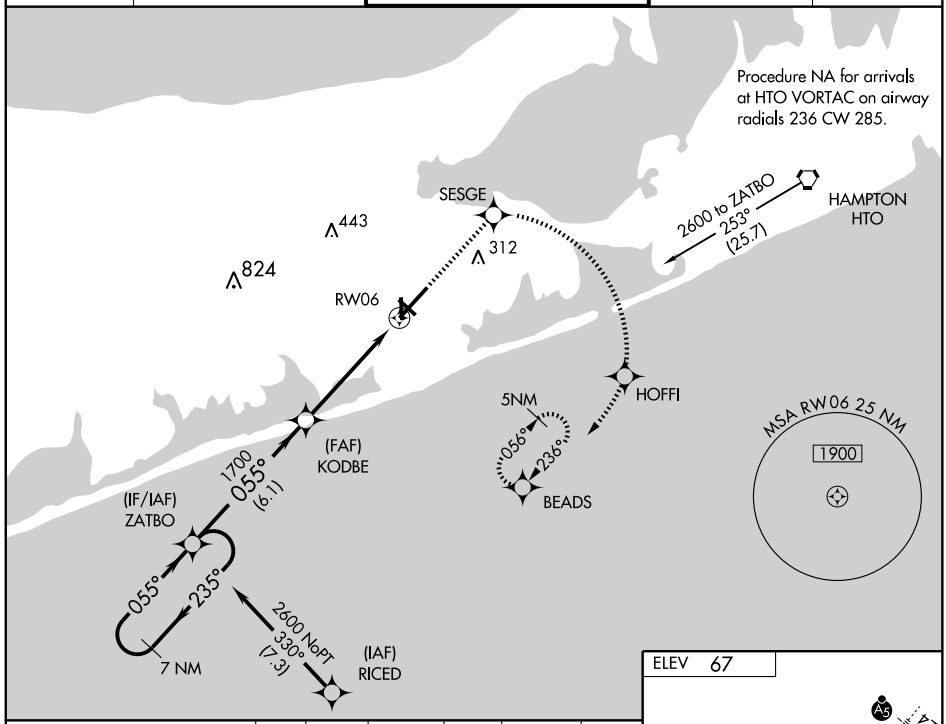
# RNAV (GPS) RWY 6

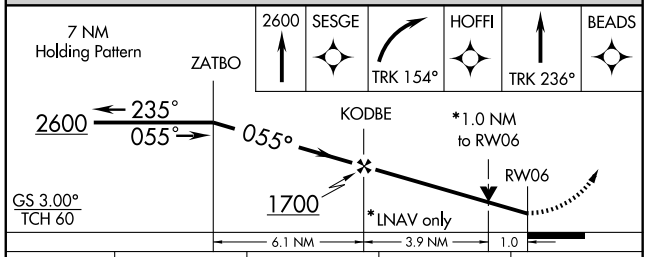
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

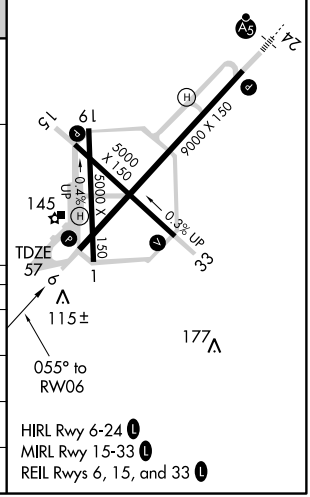
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 332-1 275 (300-1) | | | |
| LNAV/ VNAV DA | 415-1¼ 358 (400-1¼) | | | |
| LNAV MDA | 440-1 383 (400-1) | | | 440-1¼ 383 (400-1¼) |
| CIRCLING | 600-1¼ 533 (600-1¼) | 640-1¼ 573 (600-1¼) | 640-1½ 573 (600-1½) | 640-2 573 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| CH 40009 | 236° | TDZE | 66 |
| W24A | | Apt Elev | 67 |

# RNAV (GPS) RWY 24

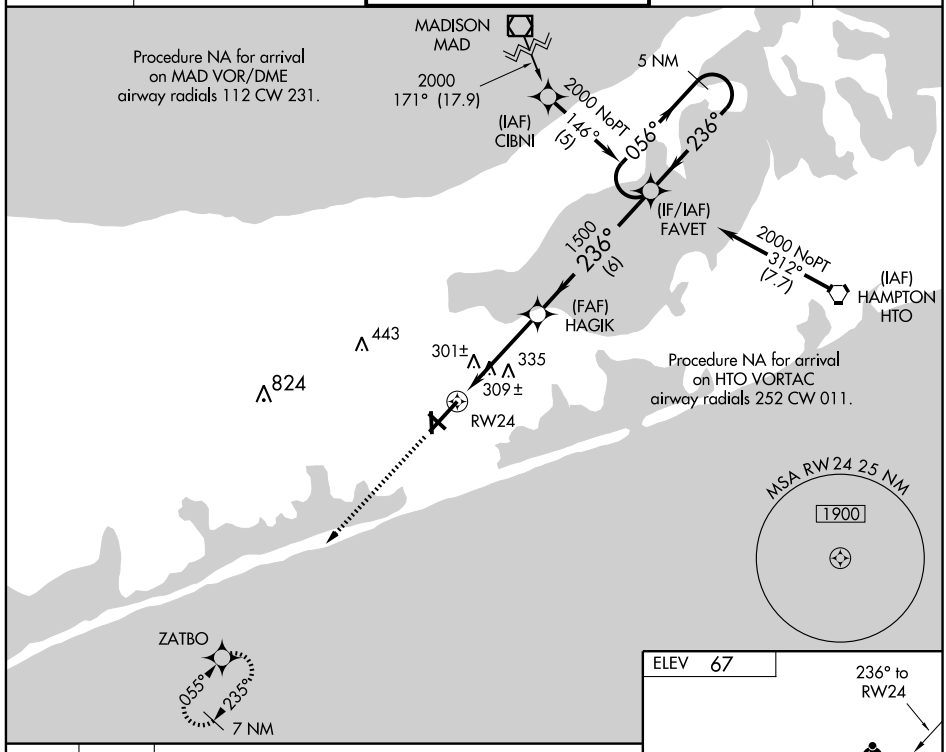
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

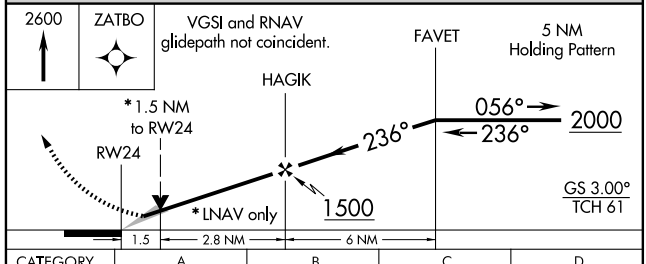
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

MALSR

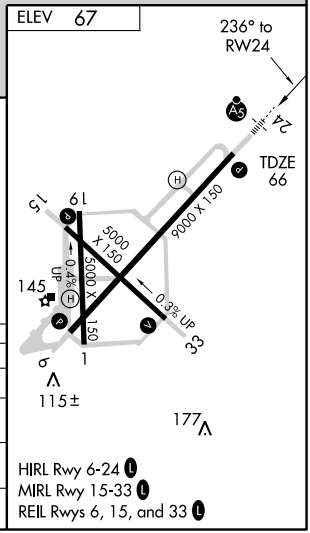
MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 374-½ 308 (400-½) | | | |
| LNAV/VNAV DA | 614-1½ 548 (600-1½) | | | |
| LNAV MDA | 600-½ 534 (600-½) | | 600-1 534 (600-1) | 600-1¼ 534 (600-1¼) |
| CIRCLING | 620-2 553 (600-2) | | | 640-2 573 (600-2) |




NE-2. 08 APR 2010 to 06 MAY 2010

# TACAN RWY 6

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

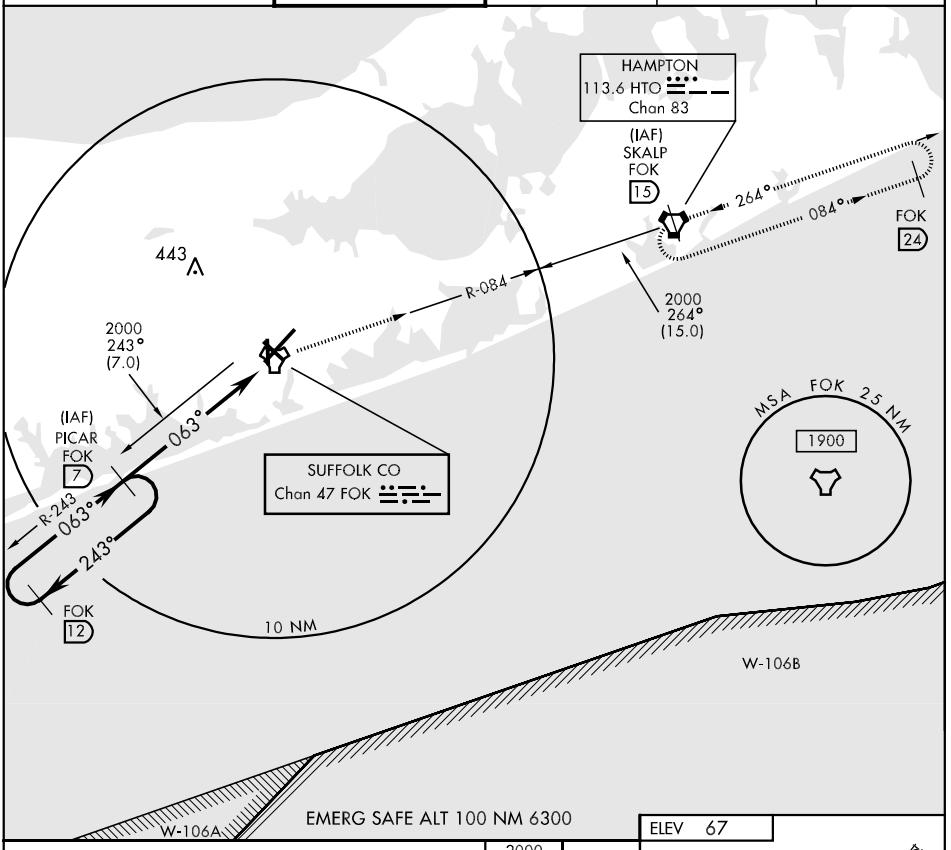
| FOK TACAN Chan 47 | APCH CRS 063° | Rwy ldg 9000 TDZE 57 Arpt Elev 67 |
|---|---|---|

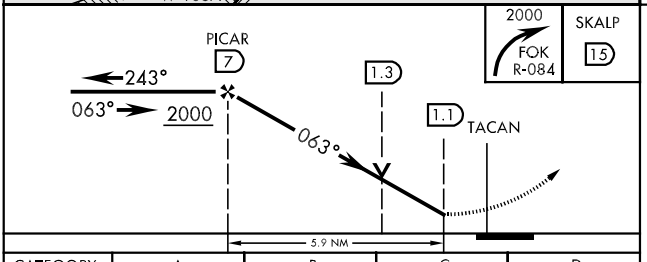
AL-996 [USAF]

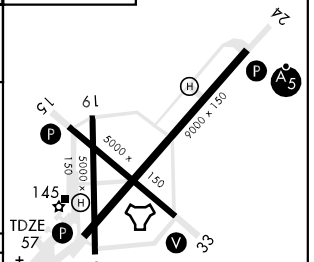
When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

| NEW YORK APP CON | SUFFOLK CO TOWER ★ | GND CON | UNICOM | ASOS |
|---|---|---|---|---|
| 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 | 119.925 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 380-1 323 (400-1) | | | |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-1½ 553 (600-1½) | 640-2 573 (600-2) |



NE-2, 08 APR 2010 to 06 MAY 2010

# TACAN RWY 24

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

| FOK TACAN Chan 47 | APCH CRS 230° | Rwy ldg 9000<br>TDZE 66<br>Arpt Elev 67 |
|---|---|---|

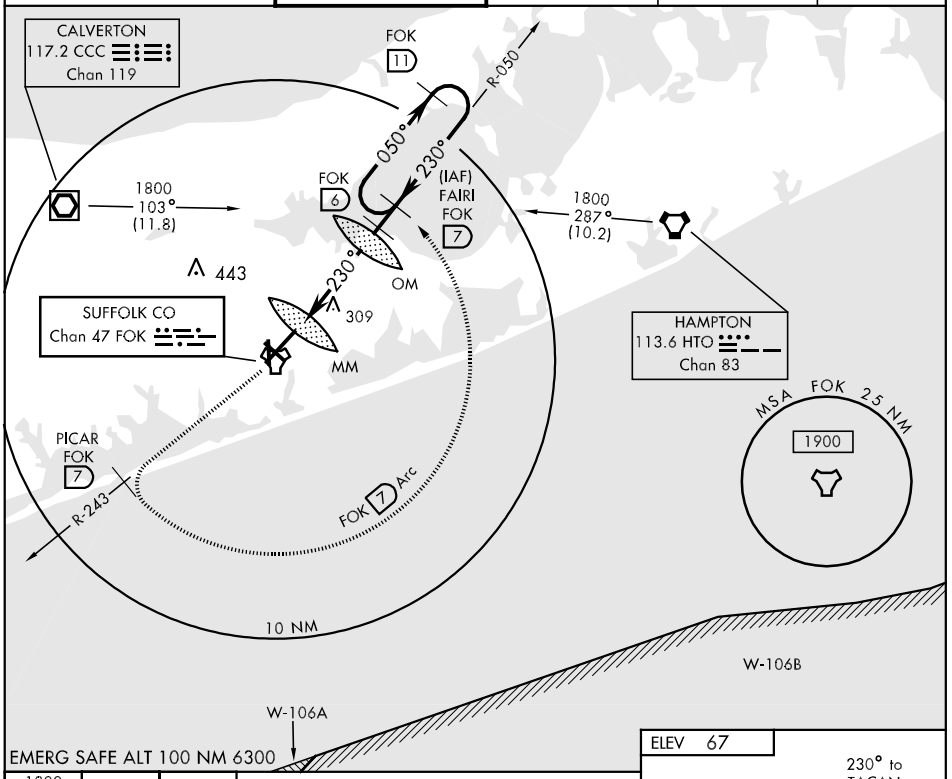
AL-996 [USAF]

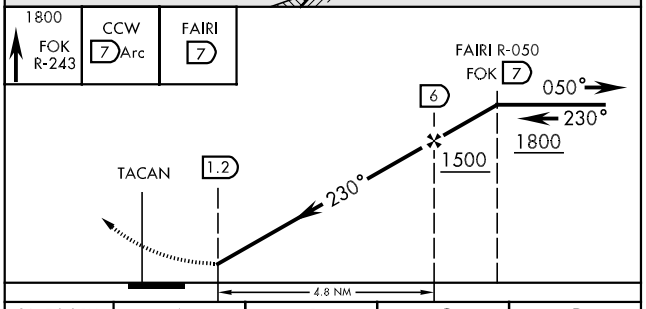
When control zone not effective, procedure not authorized.

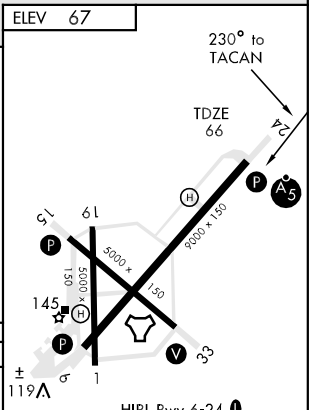
MALSR

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME CCW Arc to FAIRI 7 DME and hold.

| NEW YORK APP CON | SUFFOLK CO TOWER ★ | GND CON | UNICOM | ASOS |
|---|---|---|---|---|
| 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 | 119.925 |




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L

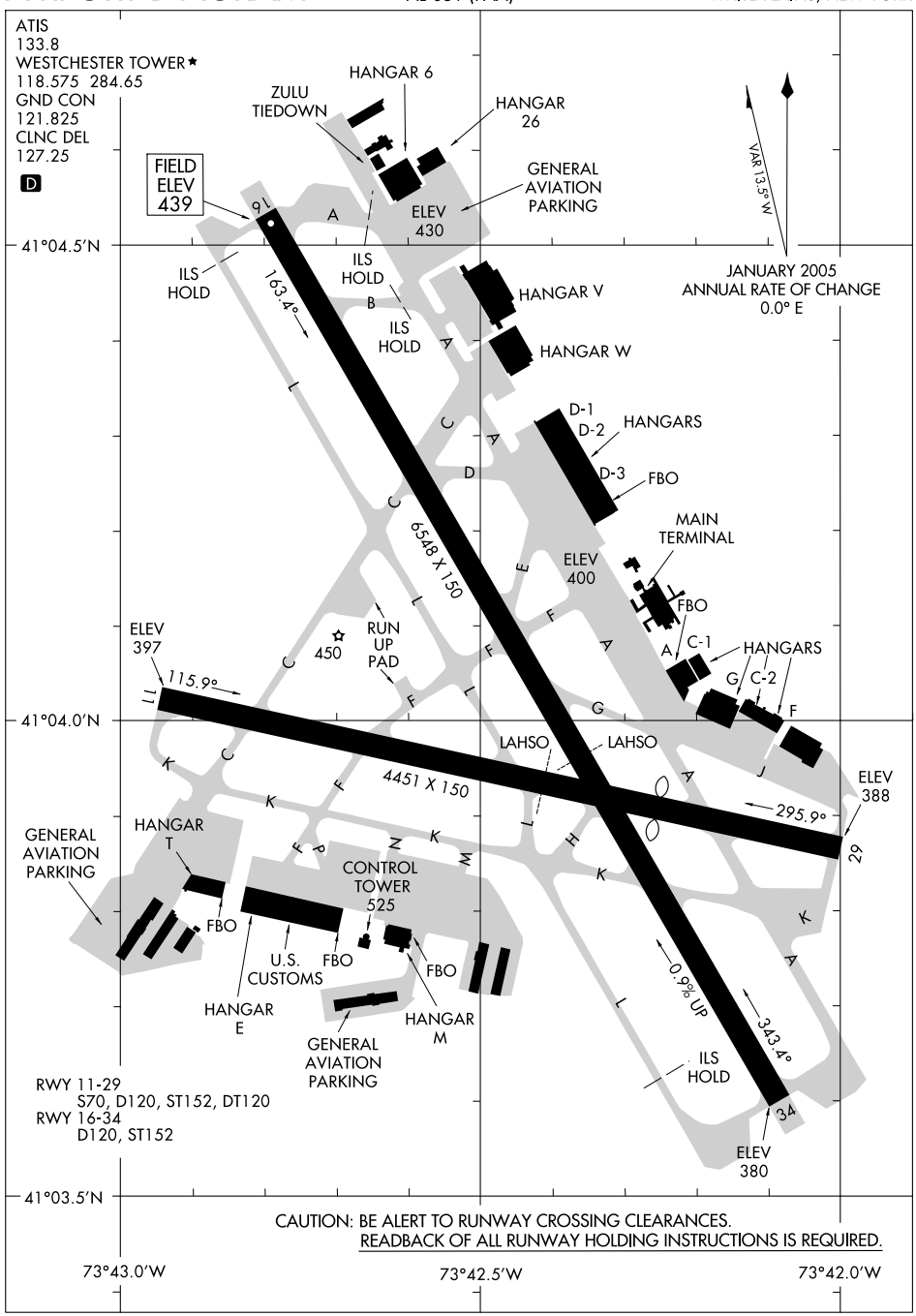
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-½ 534 (600-½) | | 600-1 534 (600-1) | 600-1¼ 534 (600-1¼) |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-1½ 553 (600-1½) | 640-2 573 (600-2) |

09013

# AIRPORT DIAGRAM

AL-651 (FAA)

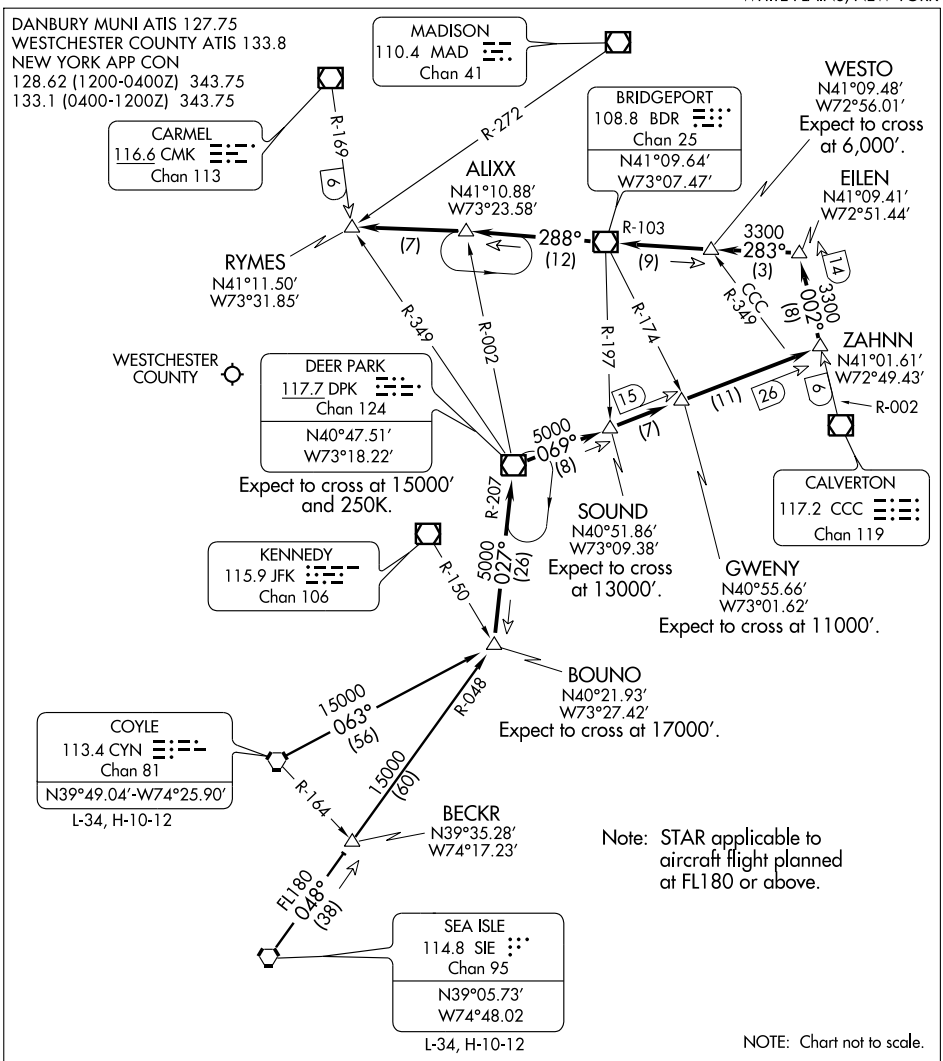
WHITE PLAINS/WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

# BOUNO FOUR ARRIVAL

WESTCHESTER COUNTY
WHITE PLAINS, NEW YORK




## ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

WHITE PLAINS, NEW YORK

AL-651 (FAA)

| LOC/DME I-HPN | APP CRS | Rwy Idg 6548 |
|---|---|---|
| 109.7 | 162° | TDZE 439 |
| Chan 34 | | Apt Elev 439 |

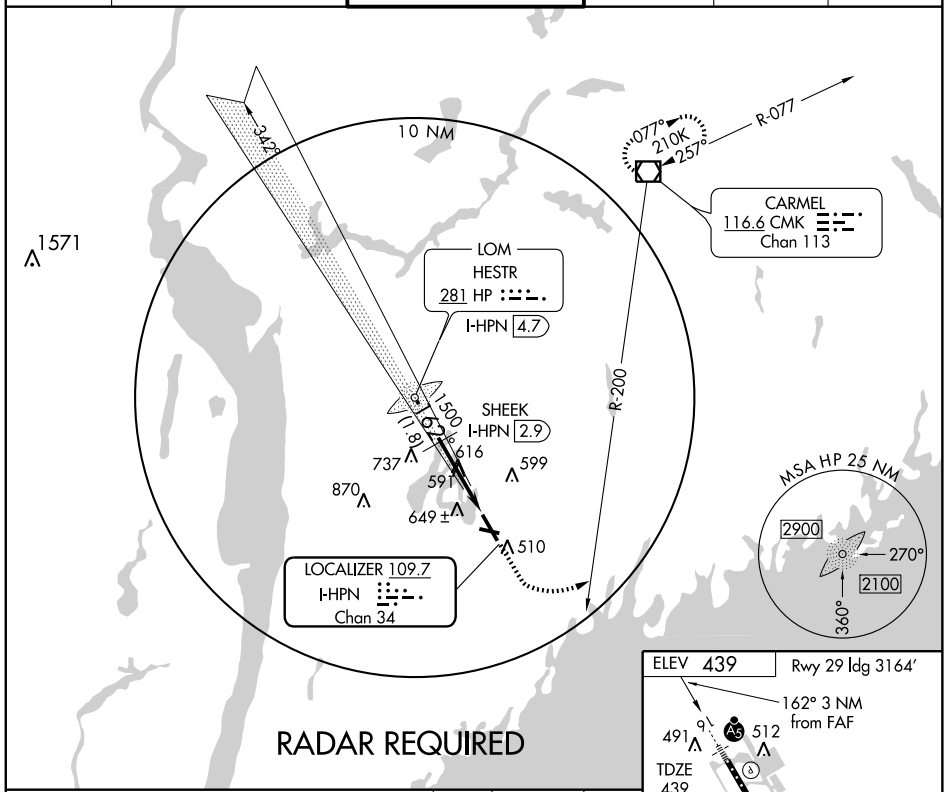
# COPTER ILS or LOC/DME RWY 16

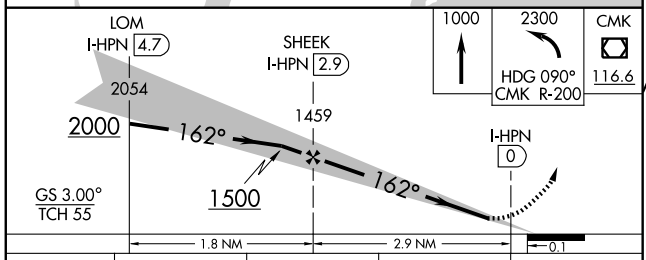
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

MALSR

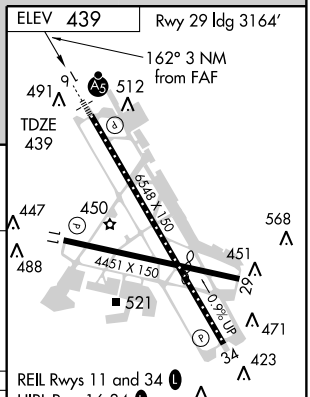
MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 162° | 639/12<br>200 (200-¼) | NA | | |
| S-LOC 162° | 940/12<br>501 (600-¼) | NA | | |
| CIRCLING | NA | | | |




| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-HPN | APP CRS | Rwy Idg 6548 |
|---|---|---|
| 109.7 | 162° | TDZE 439 |
| Chan 34 | | Apt Elev 439 |

# ILS or LOC RWY 16

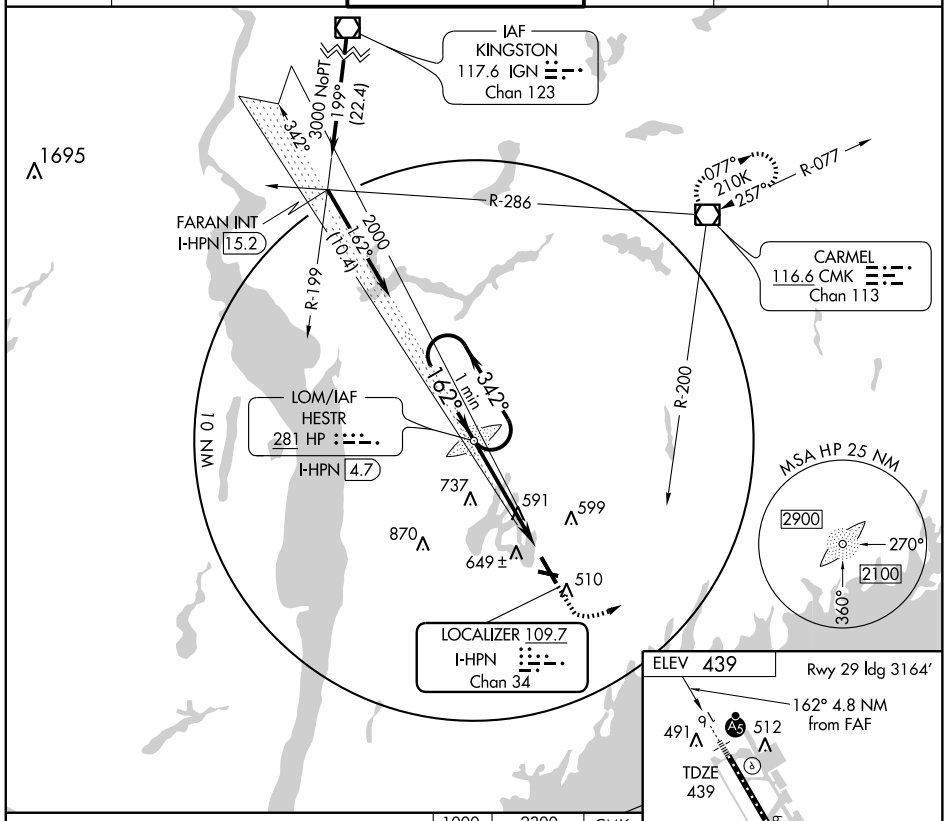
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

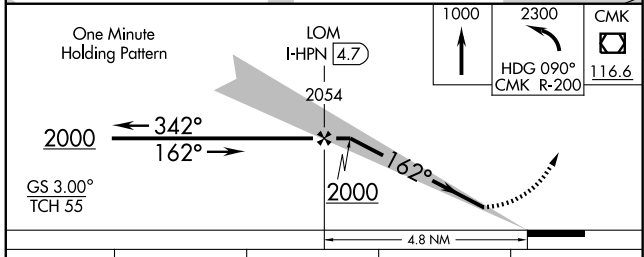
For inoperative MALSR, increase S-LOC 16 Cats A, B visibility to RVR 5000.

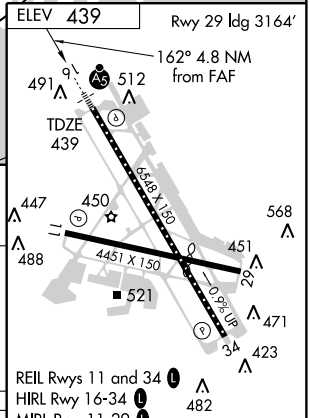
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 639/18 200 (200-½) | | | |
| S-LOC 16 | 940/24 501 (600-½) | | 940/50 501 (600-1) | |
| CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1000-2 561 (600-2) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-OJZ | APP CRS | Rwy Idg 6548 |
|---|---|---|
| 109.7 | 342° | TDZE 402 |
| Chan 34 | | Apt Elev 439 |

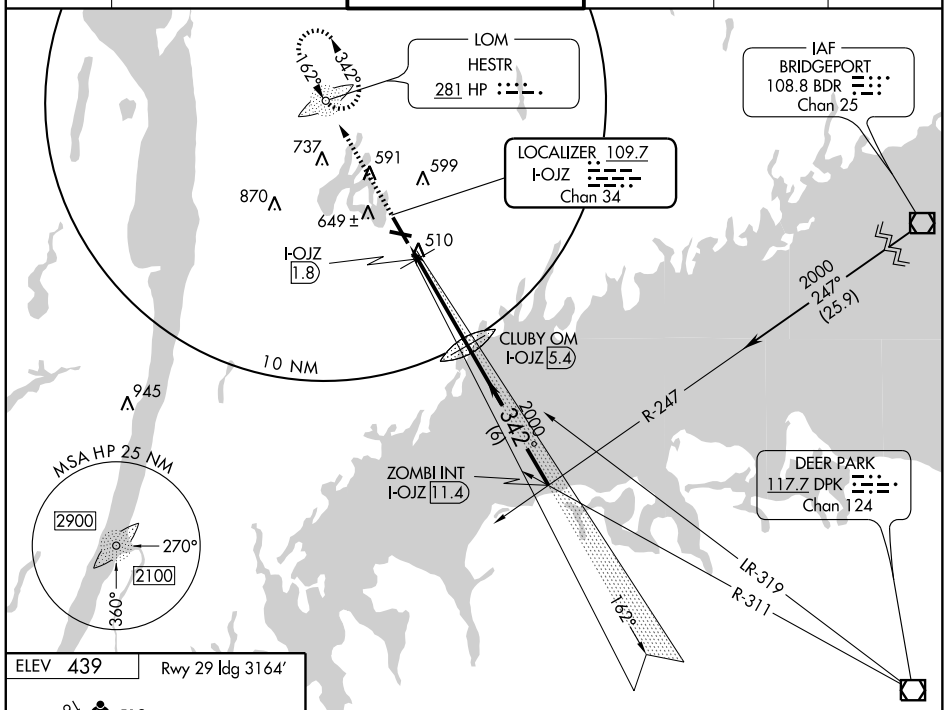
# ILS or LOC RWY 34

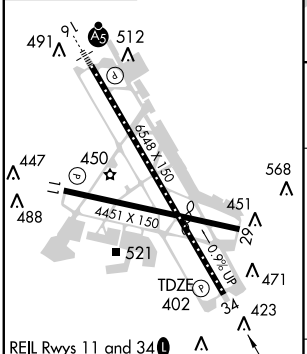
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

ADF Required.

MISSED APPROACH: Climb to 2000 direct HP LOM and hold.

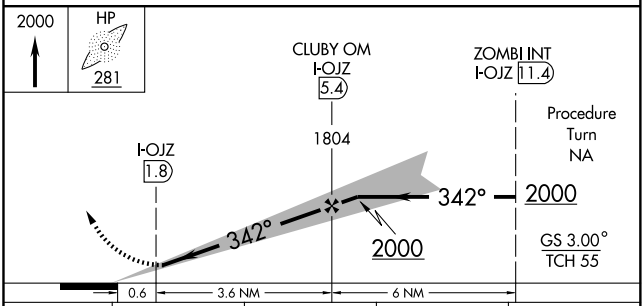
| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 678/50 276 (300-1) | | | |
| S-LOC 34 | 760/50 358 (400-1) | | | 760/60 358 (400-1¼) |
| CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1000-2 561 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| LOM HP | APP CRS | Rwy Idg | 6548 |
|---|---|---|---|
| 281 | 162° | TDZE | 439 |
| | | Apt Elev | 439 |

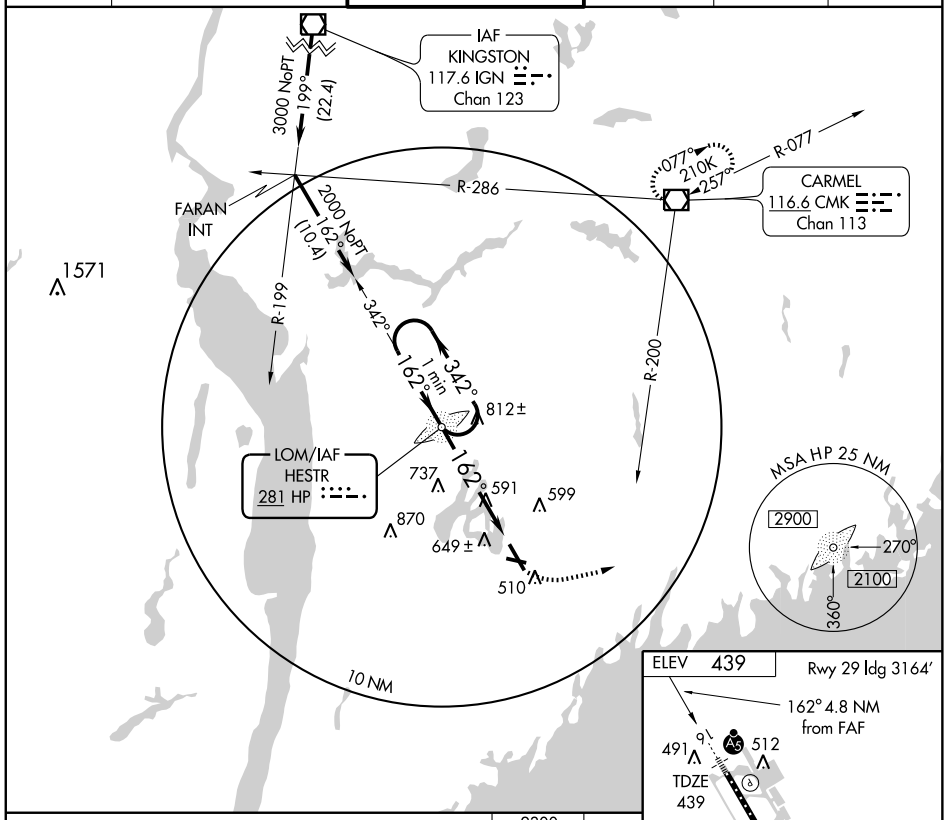
# NDB RWY 16

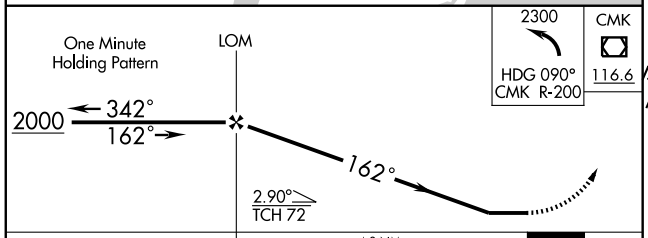
## WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

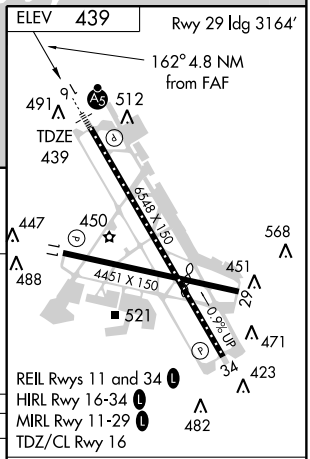
MALSR

MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1120/40 | 681 (700-¾) | 1120 - 1½<br>681 (700-1½) | 1120 - 2<br>681 (700-2) |
| CIRCLING | 1120 - 1 | 681 (700-1) | 1120 - 2<br>681 (700-2) | 1120 - 2¼<br>681 (700-2¼) |

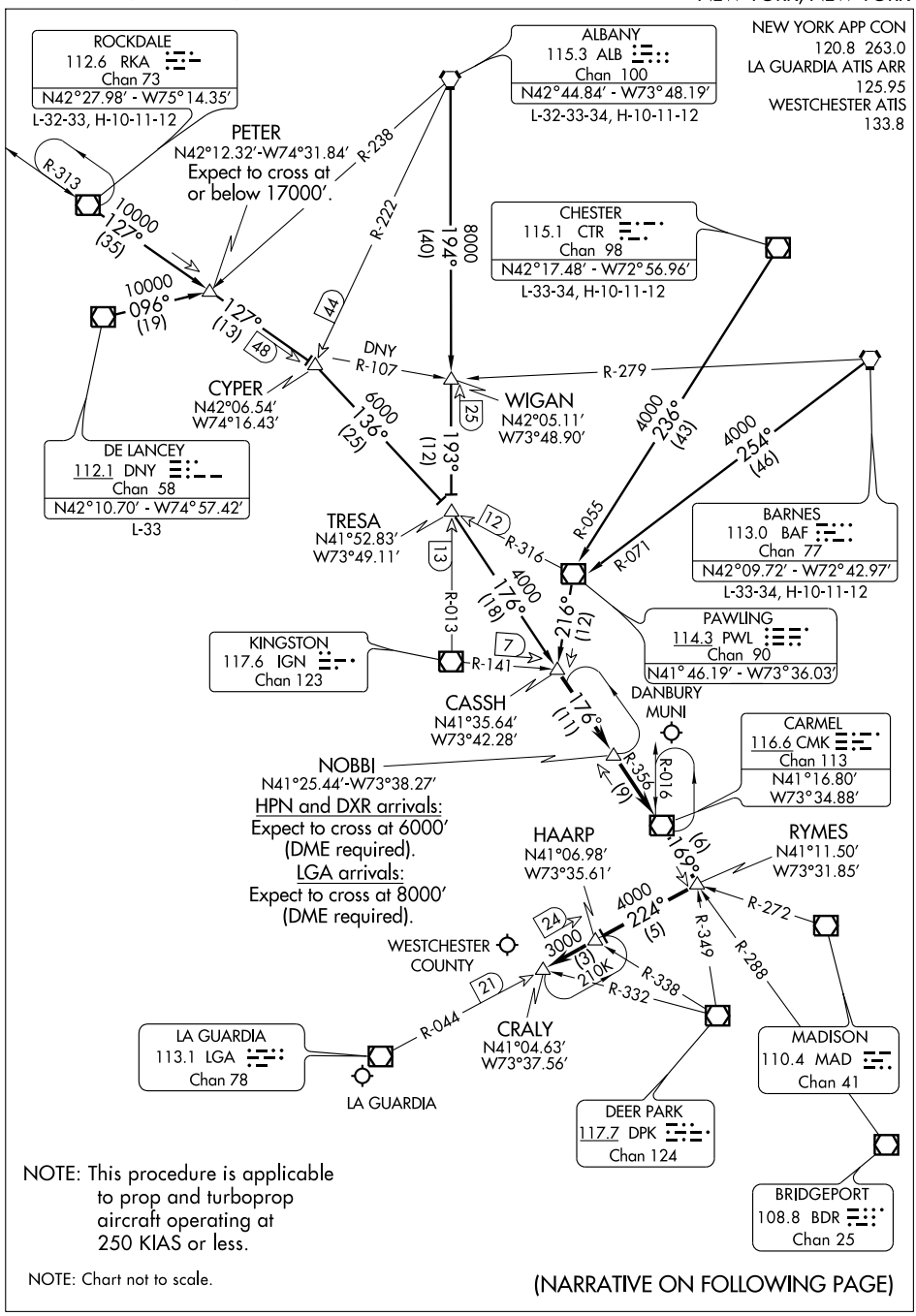
FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-2. 08 APR 2010 to 06 MAY 2010

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK




NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

# NOBBI FIVE ARRIVAL



## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

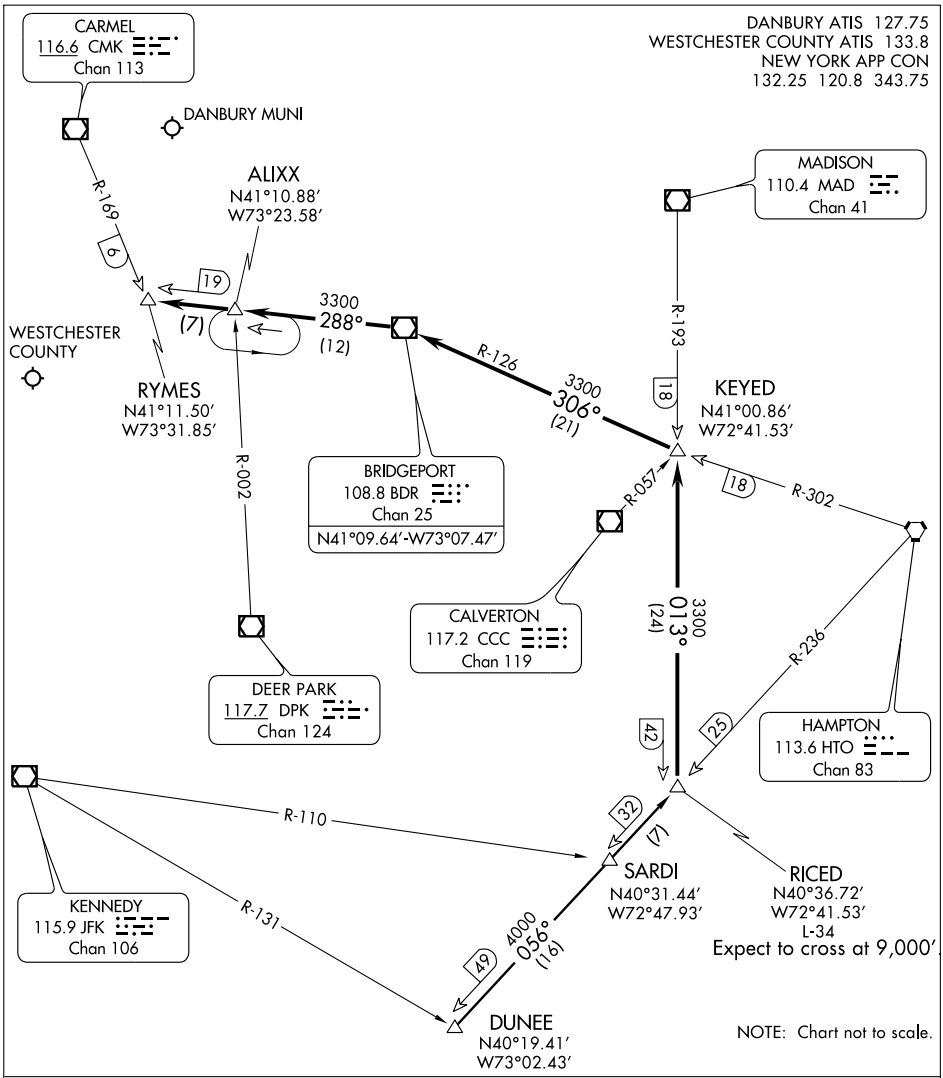
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

# RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK




NE-2, 08 APR 2010 to 06 MAY 2010

## ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

| APP CRS | Rwy Idg | 6548 |
|---|---|---|
| 162° | TDZE | 439 |
| | Apt Elev | 439 |

# RNAV (GPS) RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

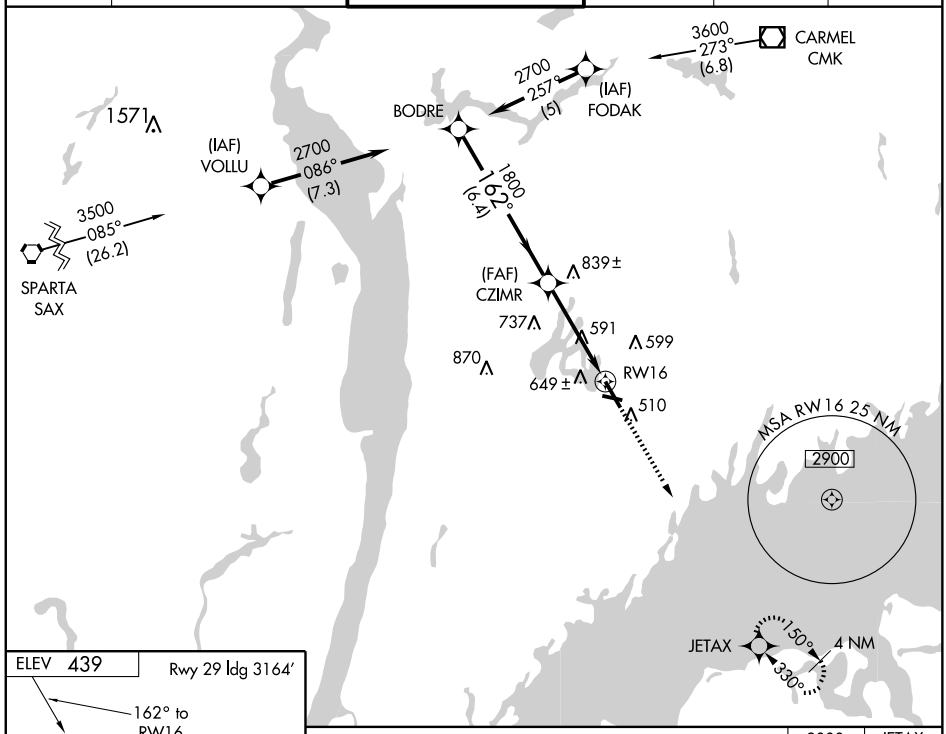
NA

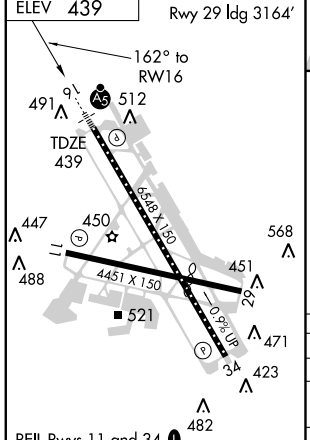
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply to LNAV Cat A/B.

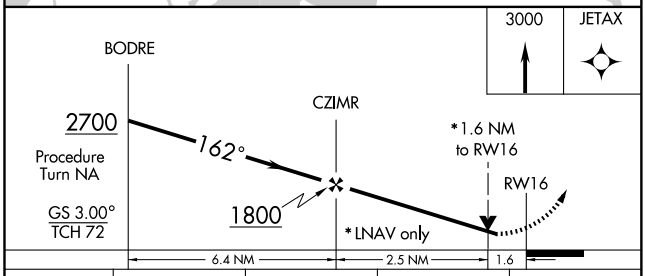
MALSR

MISSED APPROACH: Climb to 3000 direct JETAX WP and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 900/50 461 (500-1) | | | |
| LNAV MDA | 1020/50 581 (600-1) | | | 1020 /60 581 (600-1¼) |
| CIRCLING | 1020 - 1½ 581 (600-1½) | | | 1020 - 2 581 (600-2) |

NE-2. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6548 |
|---|---|---|---|
| CH 99410 | 342° | TDZE | 402 |
| W34A | | Apt Elev | 439 |

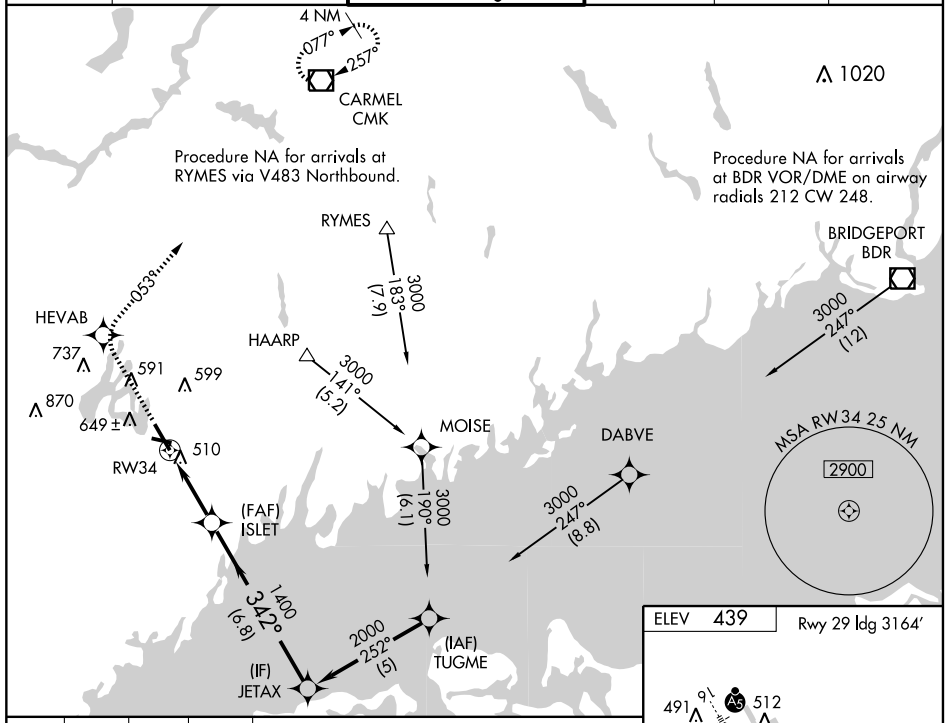
# RNAV (GPS) RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ¼ mile.

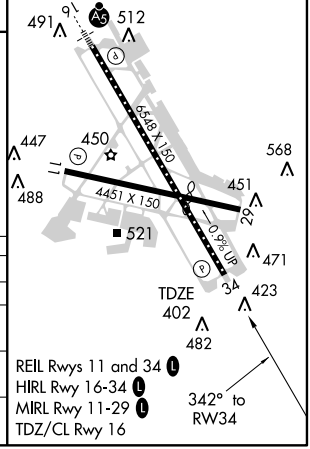
MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |







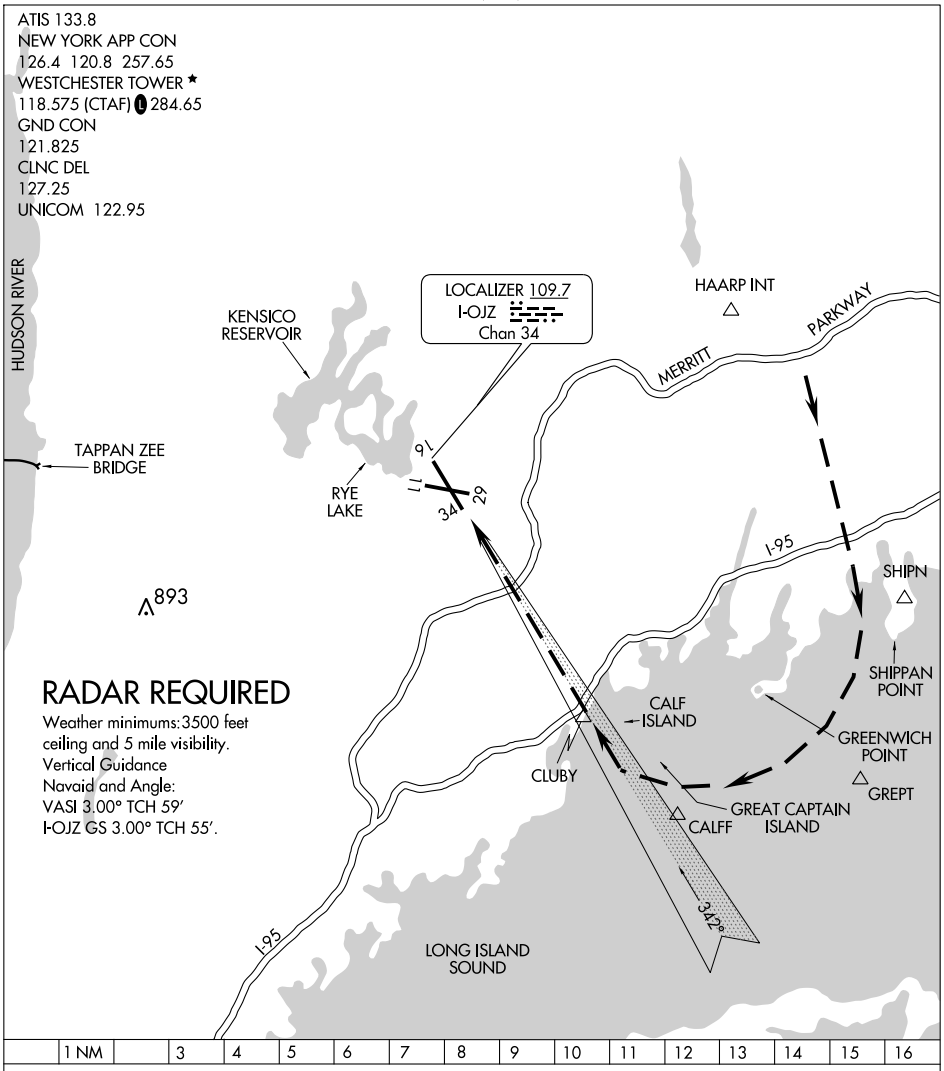



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 730/60 328 (300-1¼) | | | |
| LNAV/VNAV DA | 781-1½ 379 (400-1½) | | | |
| LNAV MDA | 820/50 418 (400-1) | | 820/60 418 (400-1¼) | |
| CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1000-2 561 (600-2) |

NE-2, 08 APR 2010 to 06 MAY 2010

# SOUND VISUAL RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK
AL-651 (FAA)




## SOUND VISUAL RWY 34

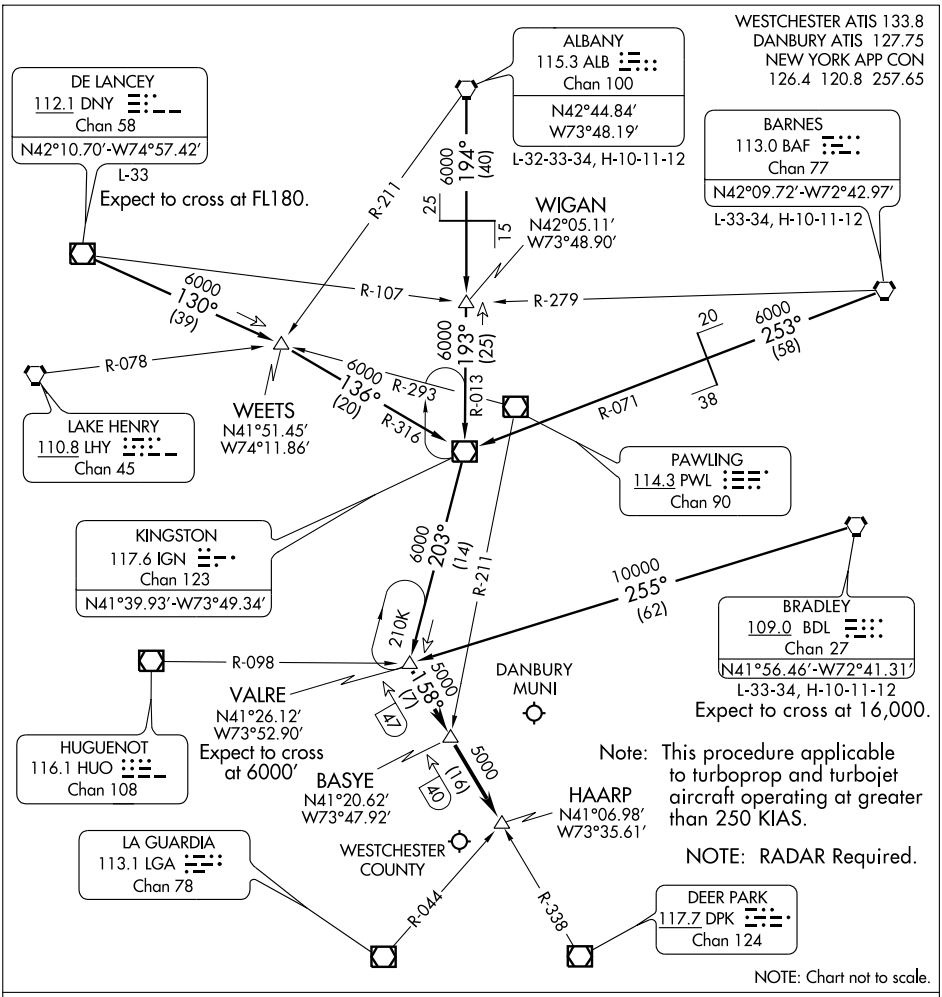
When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

(VALRE.VALRE3) 09295 ST-651 (FAA)

# VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK




## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 08 APR 2010 to 06 MAY 2010

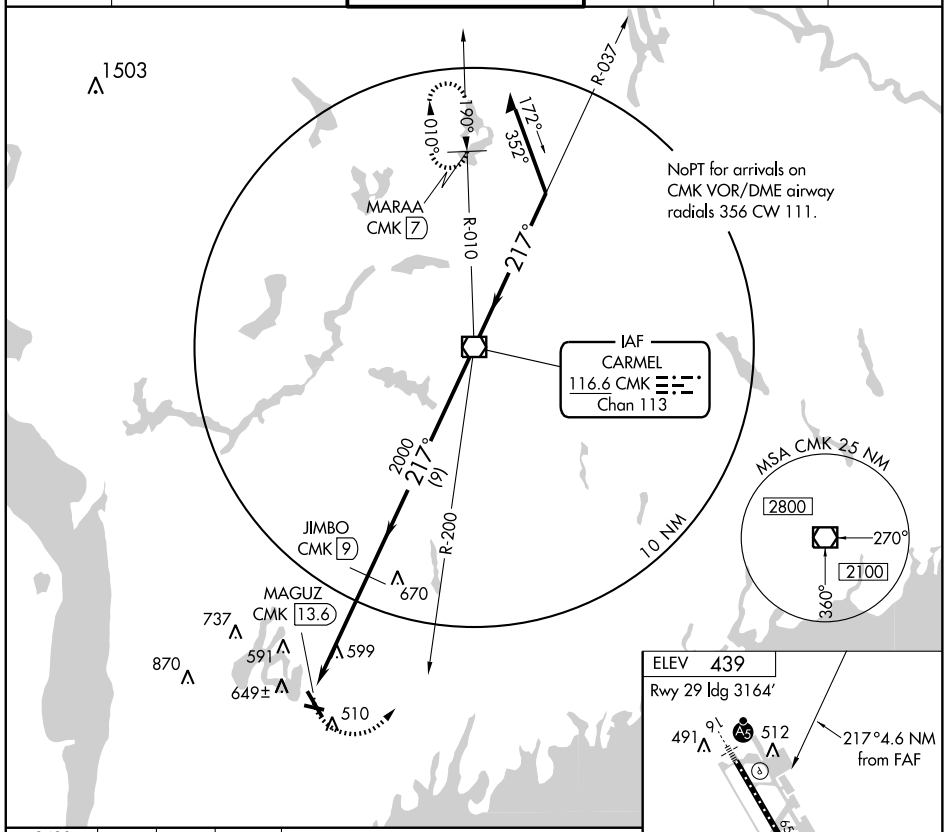
| VOR/DME CMK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.6 | 217° | TDZE | N/A |
| Chan 113 | | Apt Elev | 439 |

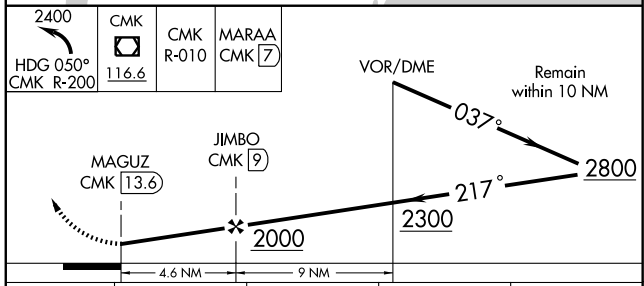
# VOR/DME-A

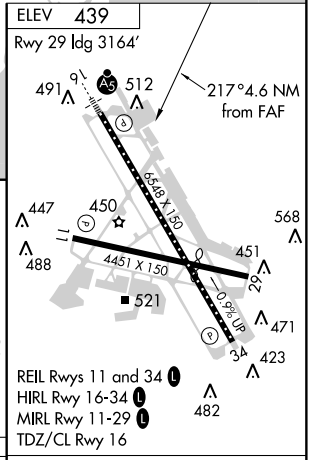
## WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |



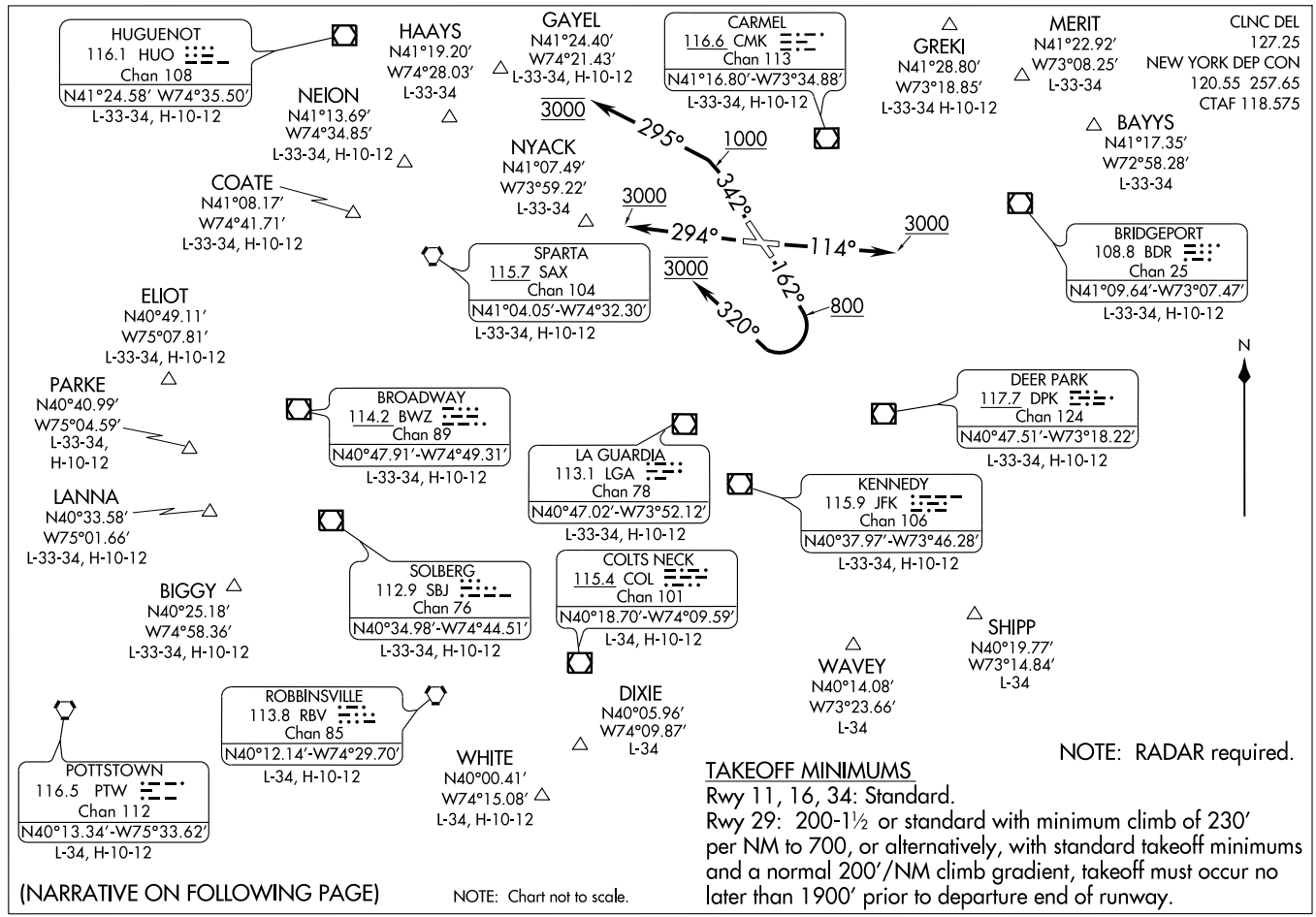




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960 - 1 | 521 (600- 1) | 960 - 1½ | 1000 - 2 |
| | | | 521 (600- 1½) | 561 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-2. 08 APR 2010 to 06 MAY 2010




# WESTCHESTER TWO DEPARTURE

(HPN2.HPN) 10042

SI-651 (FAA)

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....
TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....
*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....
TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:
Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.
Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.
Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

| WAAS | APP CRS | Rwy Idg | 3801 |
|---|---|---|---|
| CH 90507 | 100° | TDZE | 424 |
| W10A | | Apt Elev | 424 |

# RNAV (GPS) RWY 10

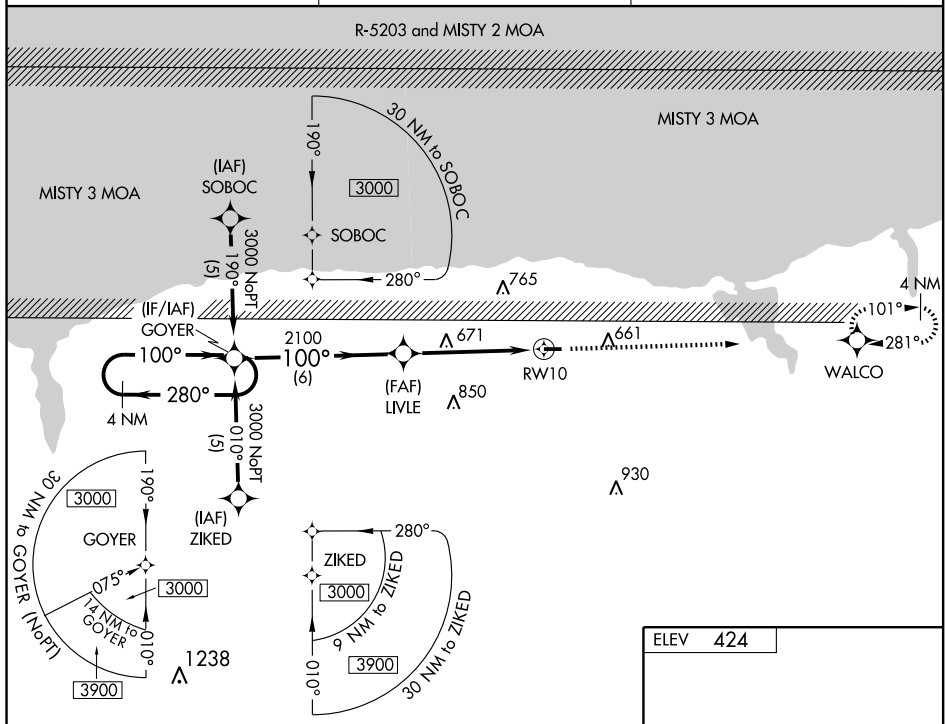
## WILLIAMSON-SODUS (SDC)

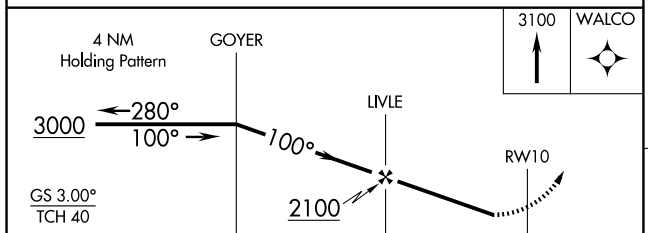
NA

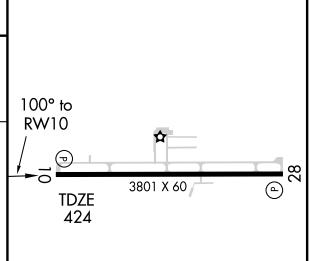
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.2 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 760 - 1¼ 336 (400-1¼) | | | NA |
| LNAV MDA | 940 - 1 516 (600-1) | | 940 - 1½ 516 (600-1½) | NA |
| CIRCLING | 940 - 1 516 (600-1) | 960 - 1 536 (600-1) | 1020 - 1½ 596 (600-1½) | NA |

MIRL Rwy 10-28 L

NE-2. 08 APR 2010 to 06 MAY 2010

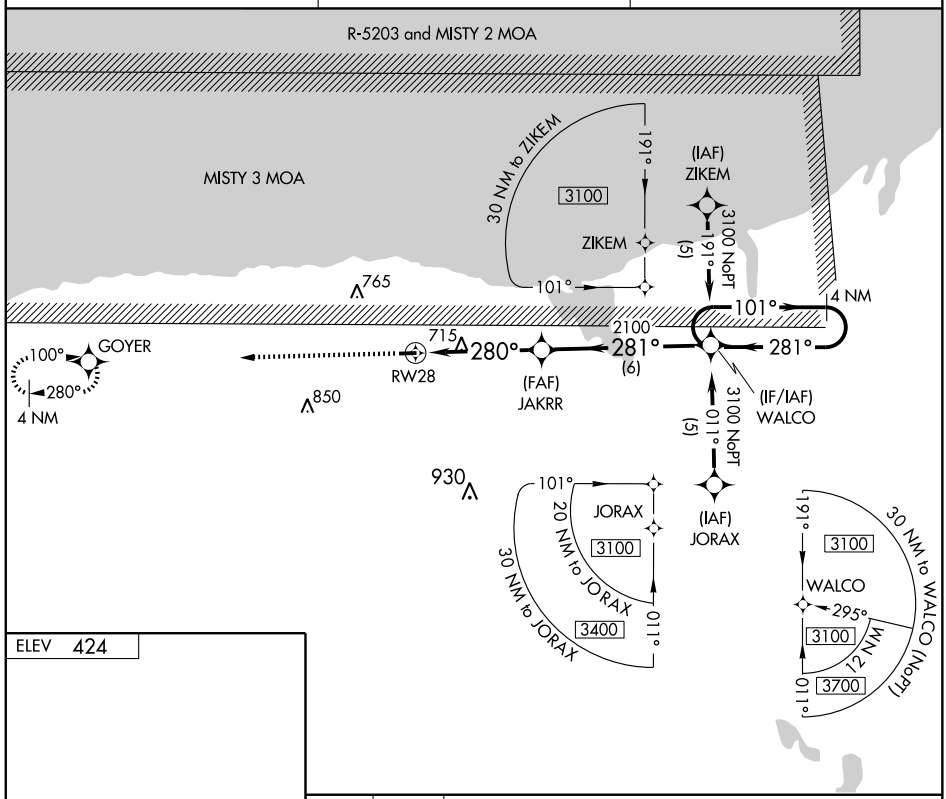
| APP CRS | | |
|---|---|---|
| 280° | Rwy Idg | 3801 |
| | TDZE | 422 |
| | Apt Elev | 424 |

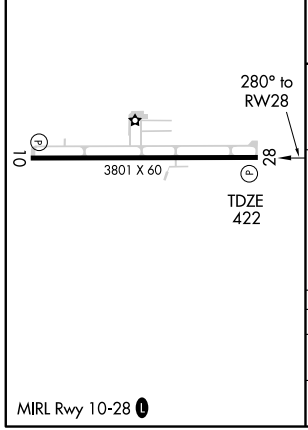
# RNAV (GPS) RWY 28
## WILLIAMSON-SODUS (SDC)

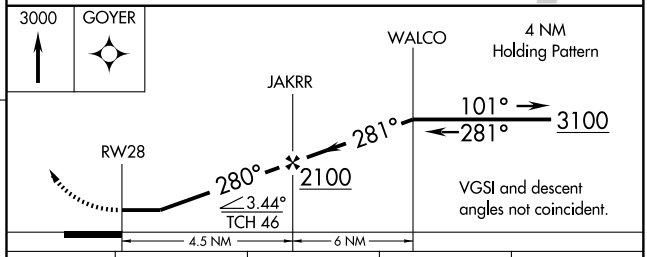
Procedure NA at night. DME/DME RNP-0.3 NA.
NA
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 80 ft, LNAV Cat C visibility ¼ mile and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.2 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980 - 1 | 558 (600-1) | 980 - 1½ 558 (600-1½) | NA |
| CIRCLING | 980 - 1 | 556 (600-1) | 1020 - 1½ 596 (600-1½) | NA |

NE-2. 08 APR 2010 to 06 MAY 2010

| VOR/DME HUO | APP CRS | Rwy Idg | 3359 |
|---|---|---|---|
| 116.1 | 039° | TDZE | 550 |
| Chan 108 | | Apt Elev | 560 |

# VOR/DME or GPS RWY 5

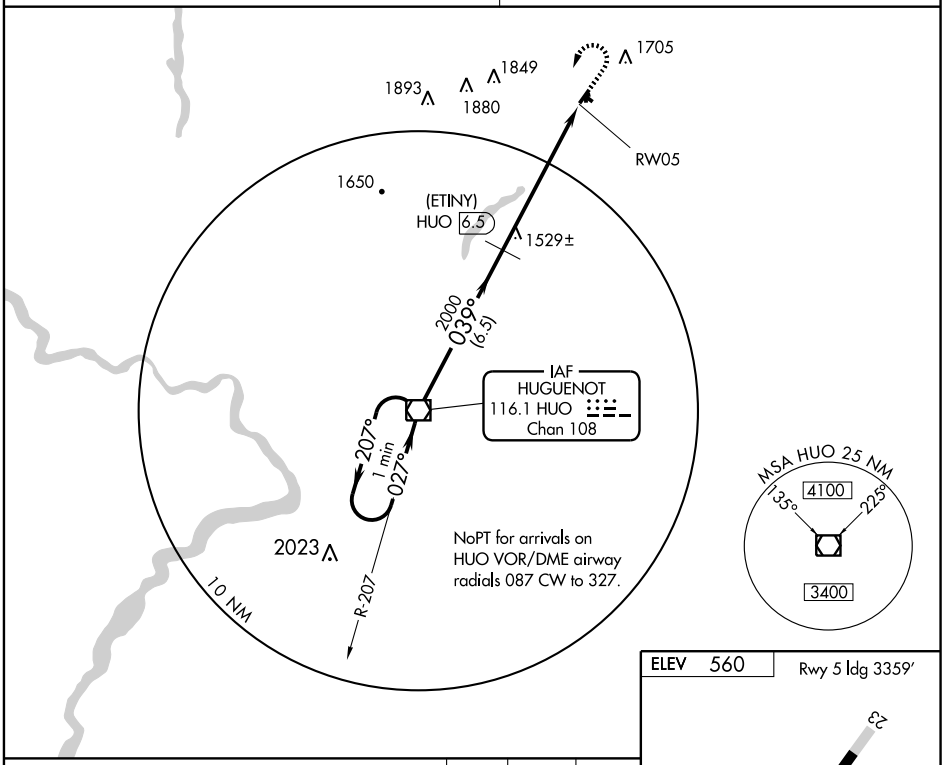
## WURTSBORO-SULLIVAN COUNTY (N82)

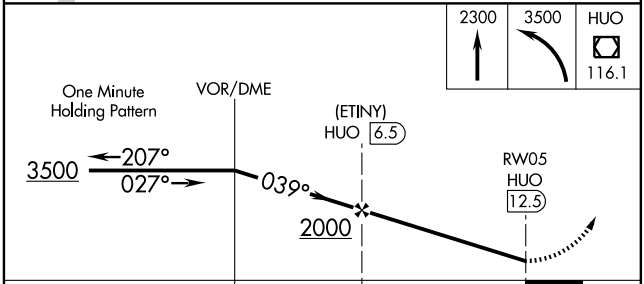
Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.

NA

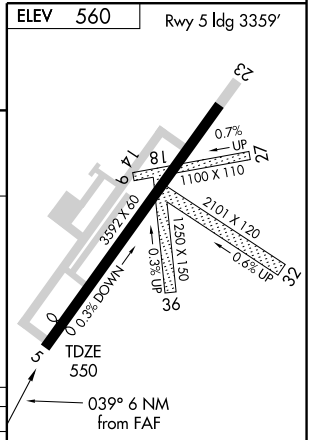
MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1880-1¼<br>1330 (1400-1¼) | 1880-1½<br>1330 (1400-1½) | 1880-3<br>1330 (1400-3) | NA |
| CIRCLING | 1880-1¼<br>1320 (1400-1¼) | 1880-1½<br>1320 (1400-1½) | 2020-3<br>1460 (1500-3) | NA |




NE-2. 08 APR 2010 to 06 MAY 2010